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American Railroad Journal.

New York, Saturday, July 12, 1873.

Chesapeake and Ohio Railroad.

The completion of the Lewis Tunnel on the Chesapeake and Ohio Railroad (4,000 feet long, and which has cost upwards of a million dollars,) closes the last of the heavy rock excavations on that great line. Passenger trains commenced running through it on the 5th inst. The express trains now on the road are said to be running loaded with passengers. New equipment is continually being received to accommodate the freight, which is pressing on the line beyond their present supply of motive power and rolling stock. The coal, iron and timber traffic, in particular, promises to assume important dimensions in the way of coal freights, and of through freights there is little doubt this line will have all it can take or handle conveniently.

At the annual election for directors of the Erie Railway Company, held on the 8th inst., the following gentlemen were chosen: Samuel L. M. Barlow, Adrian Iselin, John Taylor Johnston, W. Butler Duncan, Edwin D. Morgan, Hermann R. Baltzer, George H. Brown, Samuel D. Babcock, Giles Hotchkiss, William T. Hart, Henry L. Lansing, Courtlandt Parker, Homer Ramsdell, Lucius Robinson, Frederick Schuchardt, William W. Shippen, Peter H. Watson. Of these, seven are

new members, viz: Messrs. Brown, Baltzer, Hotchkiss, Hart, Iselin, Parker and Robinson. The seven retiring members, whom the above gentlemen succeed, are: John A. Dix, John J. Cisco, John V. L. Pruyn, A. S. Diven, J. Talbot Olyphant, Charles Day and Wm. R. Travers.

TO INVESTORS.

The Northern Pacific Railroad Company having determined to close its 7-30 First Mortgage Gold Loan and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, THE LIMITED REMAINDER OF THE 7 3-10 LOAN IS NOW BEING DISPOSED OF through the usual agencies.

This affords a desirable opportunity to persons wishing to **reinvest July interest and dividends.**

The company now has more than 500 miles of its road built and in operation, including the entire Eastern Division connecting Lake Superior and the navigation of the Missouri river; the work of construction is progressing satisfactorily; the Company has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged \$5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics.

JAY COOKE & CO.

No. 20 Wall Street, New York.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending June 28, at 464,219 tons, and for the coal year 8,700,099 tons, against 8,582,952 tons to corresponding time last year, being an increase of 117,147 tons. The bituminous tonnage for the week is 59,540 tons, and for the year 1,117,150 tons, giving a total of all kinds for the week of 523,759 tons, and for the year of 10,817,249 tons, against 9,558,617 to same time last year, being an increase of 258,632 tons.

Peninsular Railroad of Michigan.

A meeting of the stockholders of this company will be held at Battle Creek, Mich., on the 30th inst., for the purpose of considering and deciding upon an agreement made by their Directors with the Directors of the Port Huron and Lake Michigan company for the consolidation of the two companies. To connect their two roads it will be necessary to construct a line from Lansing, Mich., east by north about fifty miles to Flint. With this and with the extension of the Peninsular in Indiana to Valparaiso, where it is to connect with the Pittsburgh, Fort Wayne and Chicago, and with running rights over that road into Chicago, which we believe have been agreed upon, the consolidated company would be able to run trains through between Chicago and Port Huron by a short route, and at the latter place make connection with the Grand Trunk and Great Western of Canada.

The directors of the North and South New Jersey Railroad, recently elected, are: Samuel H. Robbins, of Allentown; Joseph D. Pancoast and Joseph R. Lippincott, of Salem; Randall E. Morgan, of Camden; Edwin A. Ford, of Bordentown; A. G. Ritchie, of Trenton; Edward Howe, of Princeton; William Bell, of Perth Amboy; and Benjamin F. Smith, of New York. This enterprise traverses the State in a new direction, and affords an accommodation much needed. Its path lies across that of nearly every railroad in the State and thus will draw upon them all for its travel and traffic, while its terminal connections will give it a business of great magnitude.

Three dividend-paying railroads in Georgia have united in the issue of two million dollars of bonds to be a joint first lien on these corporations. The bonds will bear 7 per cent, payable at New York, and be due in 1893. The companies are the Central Railroad and Banking Co., the Macon and Western, and the Southwestern.

On the 2d inst. a master's sale in chancery of the Vineland Railway took place in Vineland, N. J. Jay Gould bid \$10,000, and there being no other bidders the road was knocked down to him. This sale wipes out all the stock and floating debt.

Boston, Concord and Montreal Railroad.

The earnings of this road for the years ending March 31, 1872 and 1873 were as follows:

| | 1872. | 1873. |
|----------------------|--------------|--------------|
| From passengers..... | \$197,436 79 | \$231,534 00 |
| " freight..... | 419,088 86 | 417,596 35 |
| " mails..... | 9,865 81 | 10,256 01 |
| " express..... | 7,250 00 | 8,000 00 |
| " miscellaneous..... | 1,254 25 | 2,962 42 |
| | \$634,895 71 | \$670,348 78 |

Expenditures, viz:

| | | |
|--------------------------|--------------|--------------|
| Maintenance of way.... | \$197,929 44 | \$178,908 20 |
| " motive power..... | 120,088 97 | 148,171 20 |
| Cost of working road.... | 141,562 31 | 170,876 59 |
| " management..... | 13,082 26 | 15,568 23 |
| Miscellaneous..... | 28,085 50 | 25,309 68 |
| | \$500,648 48 | \$538,833 90 |

Net balance.....\$134,252 23 \$131,714 88

Balance, March 31, 1872.....179,297 62

Interest received during the year....10,236 15

Wood on hand less than last year.....1,454 93

Total.....\$322,703 58

Appropriated as follows:

| | |
|---|-------------|
| Paid coupons, back coupons, interest on over-due bonds, etc..... | \$57,954 94 |
| Paid preferred stock dividends..... | 46,830 00 |
| In hands of superintendent over last year..... | 1,129 27 |
| Engineer's department, oil and stock on hand more than last year..... | 17,066 93 |
| Paid trustees of sinking fund..... | 12,500 00 |
| Paid sundry expenses..... | 5,342 75 |
| Bonds and cash on hand..... | 181,879 69 |

Total, as above.....\$322,703 58

Compared with the previous year, the gross earnings show an increase of \$35,453 07; with an increase in expenses of \$37,990 42—making a decrease in the net earnings of \$2,537 35. The report says:

The above shows an increase in passenger receipts, and a slight reduction in freight receipts. This is owing to the disarrangement in our business by the loss of the bridge at East Concord, last April, when our business was interrupted for nearly a month, and also to the severe weather and deep snows the past winter, which at times completely stopped our freight trains.

We have laid 78,198 sleepers, put in 1,375 tons of new 56 lb. iron and taken out 740 tons of light iron, and put into the extension beyond Lancaster.

We have rebuilt, at East Concord, permanent abutments and piers in the most approved manner, and have completed a bridge, except covering; all of which are of the most durable kind, and we believe will stand the test of time.

The expenses caused by the loss of the bridge, in carrying freight around, temporary bridge, cost of abutments, piers, and new bridge, have been large; but it is money well invested for the road, as the improvements are now of the most permanent kind.

As the expense of the above has been large, we have apportioned \$10,000 to go into next year's accounts. We have also made large repairs to other bridges on the line of the road.

We have added to our equipment two first-class engines, two first-class monitor-top passenger cars, and one baggage car; have purchased twenty-five adjustable platform cars, and built in our shops seventy platform and box cars, and made full and ample repairs upon all engines, cars, etc.

We have built fifty miles of new fence, and shall continue to build until we get the whole line rebuilt.

The two dividends for the year, on the preferred stock, have been paid and charged in the accounts.

Agreeably to the authority given the directors at the annual meetings, they have made an agreement to have the branch road extended from Pelree's Bridge to the Twin Mountain House, and

hope to have it done by July 1st. This extension will facilitate and help the mountain travel very much.

The road from Lancaster to Northumberland was so far completed last August, that we were able to run over it and carry passengers and freight, and the business so far has come up to our expectations.

We shall have to erect suitable buildings at Northumberland, to accommodate the business, such as engine and car houses, wood-sheds, etc.

The union of the White Mountains N. H. Railroad with this corporation, has been accomplished on the terms proposed in the vote of this corporation, at its last annual meeting, on that subject. The stockholders of that road concluded to take the bonds of this company in exchange for their stock, as authorized by the vote referred to, and the stock will be surrendered for cancellation accordingly.

The completion of that union is fortunate for this company. The road above North Haverhill has now become in full a part of its own road, and all the interests of the line from Concord to the White Mountains and Northumberland are united under its entire control and management.

Heretofore this company has been under the necessity, in a great degree, of acting through another corporation, in the protection of its interests and the extension of its enterprises and business in northern New Hampshire, but hereafter all the embarrassments and difficulties of such a position will be avoided, and the company can act directly and fully for itself.

In pursuance of the authority given by the company, by its vote at the annual meeting last year, the directors have determined to make a new issue of bonds to the amount authorized, and to secure the same by a mortgage of all the road, equipment, and franchises of the company.

The bonds will be ready for issue in a short time.

The main object of this issue is to consolidate all the various classes of bonds and other indebtedness now outstanding against the company, into one. That course will greatly simplify the accounts of the company, and place its financial affairs in a clearer and more settled condition, and the amount of the issue will be sufficient to provide for all the present indebtedness, of every form, of the company.

No action has been taken by the directors during the past year to carry into effect the consolidation of the different classes of stock of the company, as contemplated, further than to obtain subscriptions. This delay has been unavoidable, because the progress of the subscriptions to the agreement, by the stockholders, though great, yet has not been sufficient to warrant official action in the matter. The difficulty is not on account of objections by the stockholders to the plan, but in reaching the large number of them, for the purpose of obtaining their signatures.

It is desirable to have the signatures of all the stockholders, if possible, so as to have the change unanimous; and we hope to be able to complete the subscriptions early in the summer.

We shall have, from Concord to Northumberland, and the branch when completed to the Twin Mountain House, a road of 155 miles, and one we think very important for the interest of the State of New Hampshire, and one the securities of which we consider will be very desirable as an investment.

The cost to this time, of the extension, the branch and the Y at Woodsville, is about \$900,000, and is not included in the accounts, but has been raised outside and will be paid from the sale of bonds, and proper accounts and vouchers will then be rendered.

The directors have had some surveys made for a road from Meredith Village to Centru Harbor and Ossipee, but they are not quite satisfactory. They will have further ones made, and if the proper aid be rendered will try to build the road.

The total number of passengers carried during the year was 171,511½—equal to 10,290,890

carried one mile. Total number of tons of freight, 92,186—equal to 5,531,160 tons carried one mile.

TRIAL BALANCE, March 31, 1873.

| | |
|---------------------------------------|---------------|
| Construction..... | \$2,850 00 00 |
| Wood, oil, etc., on hand..... | 25,916 25 |
| Stock, etc., on hand for repairs..... | 72,212 89 |
| 1870 bonds on hand..... | 800 00 |
| Trustees of sinking fund..... | 201,500 00 |
| Pemigewasset House..... | 16,000 00 |
| Joseph A. Dodge Supt..... | 27,749 89 |
| Cash on hand for coupons unpaid.. | 19,247 00 |
| " dividends unpaid..... | 8,907 00 |
| Bonds and cash on hand..... | 173,725 69 |

\$3,396,058 72

Stock (old dividends, etc.).....\$459,800 00

" preferred.....800,000 00

" new.....540,400 00

\$1,800,000 00

Bonds due in 1865.....\$76,000 00

" 1870.....350,000 00

" 1889.....624,000 00

1,050,000 00

Coupons due and unpaid.....19,247 00

Dividends due and unpaid.....1,448 89

Dividends due and unpaid, since

May 20, 1867.....8,907 00

Profit and loss.....516,455 83

\$3,396,058 72

President.—JOHN E. LYON.

Directors.—John E. Lyon, Alexander H. Tilton, J. P. Pitman, Peter Butler, John L. Eix, John A. Parks, Joseph W. Lang.

Treasurer.—EDWARD D. HARLOW.

Superintendent.—J. A. DODGE.

Railroads of Connecticut.

By a recent law passed by the Legislature, the official railroad year is made to close September 30. Heretofore the year has closed December 31.

The present report of the General Railroad Commissioners is the first under the new order of affairs.

In looking over the tabulations contained in the volume we find great improvements both in the forms and contents as compared with previous reports. In all important points the forms of the Massachusetts Commissioners, which are the most elaborate published, have been copied, and much new matter, not contained in the reports of the neighbor State, has been added by the General Commissioners. We may now look upon the Connecticut Reports indeed as among the most perfect issued; and return our thanks for the attention of the Hon. JOHN I. HUTCHINSON, one of the Commissioners, in complying with our request for a copy thereof.

Among the most important improvements noticed is the analysis of the railroad bonds, in which the date of maturity, rate, amount, &c., is set forth; the length of railroads (main and branch lines, second-tracks and sidings) owned, and the names and length of leased roads operated, is also given in detail; and a more perfect division of earnings and expenses is adopted. The disbursements from earnings for interest, dividends, &c., are also given. There might be some fault found for the placing of rents, and other correlative receipts among the gross earnings; and certainly leases, rents, taxes and insurance ought not to be placed among working expenses. They more properly belong to "Income Account," which if given in full in these reports would be of great advantage to the reader. Indeed we want a statement of earnings and ex-

penses separately; a separate income account, and a general balance sheet; all of which accounts ought to be demanded from the corporations reporting, and published annually by the Railroad Commissioners. But let us not grumble because we have not all we desire; let us be content with the improved statistical diet furnished to us on the present occasion.

Would it not be a wise thing to call a convention of all parties experienced in railroad statistical matters, whose duty it would be to elaborate a series of forms to be adopted by all railroad corporations and State reporters; and at once require uniform annual returns from all parts of the United States. Such uniformity is as much needed for this country as a uniform scale of weights, measures and monies for the whole commercial world. It is an impossibility to produce uniformity from the heterogeneous heaps of reports as now furnished by companies and States. Let us ask this as a boon to statistical science.

In the following we aggregate the principal parts of the information contained in the report of the Connecticut Commissioners, for the official year ended September 30, 1872.

Capital stock \$44,844,550 paid, \$35,460,118
Funded and floating debts 43,278,493

Total capital stock and debts \$78,733,611
Cost of railroads and equipments \$74,074,037
Miles of railroad 6,262
Locomotive engines 277
Passenger cars 325
Baggage cars 126
Merchandise &c., cars 4,705

Men employed (not including construction hands) 6,506
Miles run by passenger trains, 3,289,077
Miles run by merchant trains, 1,974,598
Miles run by other trains 465,881

Passengers carried 10,134,633
Passengers carried one mile 219,128,491
Merchandise (tons) carried 3,170,761
Merchandise (tons) carried one mile 109,061,974
Passenger earnings \$5,725,048
Freight earnings 4,949,687
U. S. Mails 125,932
Expresses 335,339
Other receipts 215,419

Maintenance of way \$2,048,262
" motive power
and cars 2,169,042
Cost of fuel 900,943
Cost of oil and waste 104,009
Insurance 43,777
Taxes, state, county and town 400,903
Miscellaneous expenses 3,209,051

Income above expenses \$3,878,904
Amount paid for interest 1,199,661
Amount paid in dividends 2,271,143
Surplus for the year 832,021

Only ten companies paid dividends, in the aggregate averaging 7.9 per cent on the whole stock of said companies; and being 6.4 per cent on the whole stock in all the railroad companies reported.

The earnings of the Central Pacific Railroad in June, 1873, were \$1,813,790, against \$1,138,272 in June, 1872—an increase of \$175,518. For the first six months of 1873 the earnings were \$6,320,787, against \$5,508,616 for the corresponding period of 1872—an increase of \$812,171.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of June, were:

| ENTERED FOR CONSUMPTION. | | | |
|---------------------------|-----------|-----------|--|
| | 1872. | 1873. | |
| Manufactures of wool.... | \$261,774 | \$686,062 | |
| " cotton.... | 523,865 | 646,812 | |
| " silk..... | 1,054,398 | 560,147 | |
| " flax..... | 457,759 | 471,016 | |
| Miscellaneous dry goods.. | 344,020 | 245,533 | |

Total entered for consump. \$2,641,816 \$2,609,570

| WITHDRAWN FROM WAREHOUSE. | | | |
|---------------------------|-----------|-----------|--|
| | 1872. | 1873. | |
| Manufactures of wool.... | \$375,052 | \$488,750 | |
| " cotton.... | 279,014 | 418,841 | |
| " silk..... | 178,604 | 303,061 | |
| " flax..... | 262,735 | 292,234 | |
| Miscellaneous dry goods.. | 81,805 | 88,627 | |

Total withdrawn from warehouse \$1,177,210 \$1,586,513
Add entered for consump. 2,641,816 2,609,570

Tot. thrown on the market. \$3,819,026 \$4,196,083

| ENTERED FOR WAREHOUSING. | | | |
|---------------------------|-------------|-----------|--|
| | 1872. | 1873. | |
| Manufactures of wool.... | \$1,402,850 | \$722,766 | |
| " cotton.... | 556,953 | 321,577 | |
| " silk..... | 465,862 | 206,381 | |
| " flax..... | 448,668 | 205,924 | |
| Miscellaneous dry goods.. | 205,992 | 65,023 | |

Total entered for wareh'g. \$3,079,825 \$1,521,671
Add entered for consump. 2,641,816 2,609,570

Total entered at the port. \$5,721,641 \$4,131,241

The imports of foreign dry goods at New York for six months ending with June, were:

| ENTERED FOR CONSUMPTION. | | | |
|--------------------------|--------------|--------------|--|
| | 1872. | 1873. | |
| Manufactures of wool.... | \$12,197,220 | \$11,297,831 | |
| " cotton.... | 12,546,557 | 11,434,591 | |
| " silk .. | 14,425,035 | 10,048,029 | |
| " flax .. | 7,055,047 | 6,214,398 | |
| Miscellaneous dry goods. | 5,472,371 | 3,877,163 | |

Total entered for cons'p. \$51,696,233 \$42,872,012

| WITHDRAWN FROM WAREHOUSE. | | | |
|---------------------------|-------------|-------------|--|
| | 1872. | 1873. | |
| Manufactures of wool.... | \$6,801,572 | \$7,041,331 | |
| " cotton.... | 3,967,462 | 5,391,320 | |
| " silk .. | 4,780,764 | 5,283,483 | |
| " flax .. | 3,345,165 | 3,751,313 | |
| Miscellaneous dry goods. | 999,903 | 1,101,625 | |

Total withdrawn from warehouse \$19,891,866 \$22,569,072
Add entered for consump. 51,696,233 42,872,012

Total thrown on the market. \$71,591,099 \$65,441,084

| ENTERED FOR WAREHOUSING. | | | |
|--------------------------|-------------|-------------|--|
| | 1872. | 1873. | |
| Manufactures of wool.... | \$8,271,338 | \$6,617,651 | |
| " cotton.... | 4,579,819 | 4,854,515 | |
| " silk .. | 5,434,461 | 4,887,430 | |
| " flax .. | 3,698,915 | 3,110,527 | |
| Miscellaneous dry goods. | 1,539,237 | 1,132,446 | |

Total entered warehouse. \$23,523,270 \$20,602,569
Add entered for consump. 51,696,233 42,872,012

Total entered at the port. \$75,219,503 \$63,474,581

Imports of foreign dry goods at New York for the fiscal year ending with June.

| ENTERED FOR CONSUMPTION. | | | |
|--------------------------|--------------|--------------|--|
| | 1872. | 1873. | |
| Manufactures of wool.... | \$23,823,462 | \$21,902,678 | |
| " cotton.... | 20,426,166 | 18,228,830 | |
| " silk..... | 27,075,382 | 19,820,633 | |
| " flax..... | 12,984,178 | 11,174,791 | |
| Miscellaneous dry goods. | 10,576,551 | 7,427,796 | |

Tot. entered for consump. \$97,885,739 \$78,554,753

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

| | 1872. | 1873. | |
|--------------------------|--------------|--------------|--|
| Manufacturers of wool .. | \$13,578,523 | \$19,143,042 | |
| " cotton.. | 5,985,872 | 9,605,778 | |
| " silk.... | 8,719,039 | 10,185,400 | |
| " flax.... | 5,371,511 | 6,577,122 | |
| Miscellaneous dry goods. | 1,637,913 | 2,114,751 | |

Total withdrawn from warehouse \$35,287,888 \$47,626,093
Add entered for consump. 97,885,739 78,554,753

Total thrown on market. \$113,173,127 \$126,180,851

| ENTERED FOR WAREHOUSING. | | | |
|--------------------------|--------------|--------------|--|
| | 1872. | 1873. | |
| Manufacturers of wool .. | \$16,105,450 | \$18,838,582 | |
| " cotton.. | 7,107,379 | 9,280,094 | |
| " silk.... | 9,896,340 | 10,349,893 | |
| " flax.... | 6,588,469 | 6,481,983 | |
| Miscellaneous dry goods. | 2,320,525 | 2,081,880 | |

Total entered for warehousing \$42,018,163 \$46,531,932
Add entered for consump. 97,885,739 78,554,753

Total entered at the port. \$139,903,902 \$125,086,690

Imports of foreign dry goods at New York for the fiscal year.

| | 1871. | 1872. | 1873. |
|------------|-------------|--------------|--------------|
| July | \$6,990,722 | \$10,247,622 | \$10,657,923 |
| August .. | 14,002,482 | 19,632,708 | 21,055,838 |
| September. | 11,076,597 | 12,194,996 | 11,519,654 |
| October... | 9,865,558 | 8,611,975 | 7,152,365 |
| November. | 8,957,238 | 7,977,509 | 5,649,893 |
| December. | 7,934,235 | 6,019,589 | 5,576,486 |
| January... | 8,442,025 | 12,967,922 | 12,777,993 |
| February. | 14,548,882 | 17,559,528 | 16,882,878 |
| March.... | 18,129,012 | 17,917,463 | 14,936,595 |
| April..... | 11,062,459 | 11,231,677 | 8,594,831 |
| May | 9,662,228 | 9,821,272 | 6,151,043 |
| June | 5,951,772 | 5,721,641 | 4,131,241 |

\$129,123,210 \$139,903,902 \$125,086,690

Imports of dry goods at New York for the year ending with June.

| | 1871-72. | 1872-73. |
|--------------------------|--------------|--------------|
| Manufacturers of wool .. | \$42,928,912 | \$40,241,260 |
| " cotton. | 27,533,545 | 27,508,924 |
| " silk.... | 36,971,722 | 30,170,056 |
| " flax.... | 19,572,647 | 17,656,774 |
| Miscellaneous dry goods | 12,897,076 | 9,509,676 |

Total imports \$139,903,902 \$125,086,690

The imports of foreign dry goods at New York for each fiscal year since 1850 have been as follows:

| Year. | Value. |
|---------------|--------------|
| 1850-1 | \$64,613,747 |
| 1851-2 | 57,221,062 |
| 1852-3 | 79,192,513 |
| 1853-4 | 92,389,027 |
| 1854-5 | 62,918,443 |
| 1855-6 | 85,898,690 |
| 1856-7 | 92,669,088 |
| 1857-8 | 67,817,736 |
| 1858-9 | 93,549,083 |
| 1859-60 | 107,843,205 |
| 1860-1 | 83,310,345 |
| 1861-2 | 38,155,720 |
| 1862-3 | 61,963,087 |
| 1863-4 | 83,234,966 |
| 1864-5 | 49,853,939 |
| 1865-6 | 137,055,834 |
| 1866-7 | 103,407,278 |
| 1867-8 | 77,254,182 |
| 1868-9 | 92,499,842 |
| 1869-70 | 96,414,276 |
| 1870-1 | 126,123,210 |
| 1871-2 | 139,903,902 |
| 1872-3 | 125,086,690 |

The George Creek Coal and Iron Company, Baltimore, has declared a dividend of \$6 per share for the past six months, payable on and after 10th instant, free of all taxes.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide-water from the commencement of navigation to the 30th ult., inclusive, during the years 1872 and 1873, was as follows:

| | Flour, bbls. | Wheat, bushels. | Corn, bushels. | Barley, bushels. |
|----------|-----------------|--------------------|-------------------|---------------------|
| 1872.... | 32,200 | 1,682,800 | 6,516,800 | 401,500 |
| 1873.... | 52,100 | 3,556,700 | 3,518,103 | 22,200 |

Inc...19,900 Inc.1,873,900 *2,998,500 *379,300
* Decrease.

By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency equal to 894,680 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of June, in the years indicated:

| | 1871. April 24. | 1872. May 13. | 1873. May 15. |
|----------------------------|--------------------|------------------|------------------|
| Canal opened— | | | |
| Flour, bbls. | 78,700 | 32,200 | 52,100 |
| Wheat, bushels...4,328,300 | | 1,682,800 | 3,556,700 |
| Corn, bushels...4,258,000 | | 6,516,800 | 3,518,100 |
| Barley, bushels...40,100 | | 401,500 | 22,200 |
| Oats, bushels....999,600 | | 1,561,200 | 810,400 |
| Rye, bushels....46,200 | | 203,100 | 293,100 |
| Malt, bushels....265,000 | | 254,700 | 222,200 |
| Feed, lbs. ....1,679,000 | | 2,160,700 | 2,080,600 |

The Trans-Andine Railroad.

A correspondent of the *Panama Star* writes to that journal an account of the progress making by the railroad crossing the Peruvian Andes, under construction by Henry Meiggs. We extract as follows:

Sailing forth to the scene of conquest from the station of Monserrate, an enclosure of about ten acres covered with workshops, engine-houses and all the most improved paraphernalia requisite for its purpose, the first object calling our attention was the celebrated stone bridge built in arches across the Rimac, and which constructed by the Spaniards in the middle of the sixteenth century has defied the attacks of time or of its even more powerful South American enemy, the shock of the earthquake. The masonry of this bridge is admitted by the most experienced in the art to be unsurpassed. Hardly had our little engine left behind this relic of colonial times when her smoke darkened the arches of the Balta Bridge, built entirely of iron after the model of that which spans the Thames at Twickenham, and only boasting of its few months of existence. The contrast between the sixteenth and nineteenth centuries was striking, but the ponderous edifice of the forefathers even eclipsed in grandeur the effort of their children. Here too was noticeable the break-water erected by the contractor of the line, Mr. Henry Meiggs, a solid wall of stone of more than 350 metres in length along the side of the rushing river, effectually defending the embankment from the encroachments of the torrent when the melted snows from the mountains add to its volume. We now emerge from the city limits, and we steam up on at a 2 per cent grade to the first station of importance on the line, whence the products of the extensive hacienda of Santa Clara, consisting of sugar and cotton, are sent to their market. The station at this point is excellent, far superior to those generally found on American railways, and serves as a depot for the neighboring estates. Then the Favarita passing rapidly through the rich valley of the Rimac, glowing in its agricultural wealth of maize, cotton, sugar cane, vegetable (possibly the most profitable of all the Lima market), lucerne grass or alfalfa; giving three crops a year, and supplying in one form to beasts of burden the otherwise three-fold necessities of barley, oats and hay, reaches the station of Chosica. This stopping place is twenty-six miles from Lima, and 2,000 feet above the level of the sea. Thanks to the liberality of Mr. Meiggs, the station building not only meets the requirements of the

railroad, but moreover offers the advantages of a first-class hotel.

Cocachaca, the centre of another highly cultivated district a few miles on, is speeded by, and the Indian village of San Bartolome, now an important depot of the railway, 89 miles from Lima, and gay with the banners of the United States and Peru flung out to the invigorating breeze from the Cordillera on this pleasant feastday, is quickly arrived at. Up to this point of San Bartolome the road, though peculiar and interesting from its object, presented no striking points as regards engineering triumph, but the change now becomes speedily apparent. Running along the valley of the tortuous Rimac for a mile or two our little engine turned on a V, so technically called, and rapidly rushing towards its natural enemies, the Andean chain, commenced the ascent. To say that the locomotive was like a fly scaling a plate of glass would not be an exaggeration. At many points the winding path of the railway is so marked that the voyager looking from the car window can perceive at the distance of a quarter of a mile beneath the line over which he passed five minutes before, but separated from him by a length of two or three miles of rail. This extraordinary, and well may it be called triumphal progress, continues until the height of 1,000 feet is attained from the valley and the starting point of San Bartolome; then a level, for a short spurt, is struck along the mountain side, but while the difficulties of the ascent are forgotten, the cuts and fillings call for even greater astonishment. Cuts of considerable length and height, blasted out from the solid granite, frown down on the engine as if in anger at their defeat; long fillings made up from the remnants of the volcanic rocks found or blasted on the spot; tunnels blown with powder from the reluctant mountain; one beautifully masoned of 300 feet; another arched in by its mother rock, bringing to mind the Mammoth Cave, with the stalactites dependant on every side; but through which grand engines of 40 tons weight pass daily four times, dragging huge construction trains behind them. All along this section the works of the unfortunate aborigines may be seen at every moment; the hills are terraced with the ridges where before the invasion of the cruel Spaniard, the maize and wheat necessary for their consumption or for the payment of their tithes were grown.

The Baltimore Bridge Company possesses the honor of having constructed the most perfect iron pier viaduct in the world. We passed over it. The central pier, 252 feet in height, rests on solid masonry over seventy feet square; from end to end the bridge measures 575 English feet, and the width is from twelve to fifteen feet. This is the famed Verrugas viaduct. The scene is more than impressive, it strikes the beholder with awe. Looking down through the open sleepers you see the dwellings of the laborers reduced to mere card-houses; the figures of the workmen engaged in preserving the structure intact appear as dolls; the immense network of iron roads, girders and binders is like a spider's web, but how strange it seems that while weaving this marvellous web no fly perished in its dangerous intricacies; not one life was lost in its construction.

The bridge is left, and safely gliding over an apparently perilous section of track along the mountain side, we arrive at the village of Surco, traveling up a 4 per cent grade, a prosperous village on the old highway from Lima to Jauja, a "royal way" measuring three feet in width in its broadest portion. Here are corralled or stabled the mules employed in transporting the plant of the railroad to the higher points, nearly 1,000 in number and admirably managed. Following the rails we shortly reach the end of the laid track, at a gorge of the mountains through which the Rimac rolls noisily along. This point is distant some sixty miles from Callao, and here Mr. Meiggs, desirous of experimenting with all systems, proposes placing an iron bridge built in France, about one hundred and seventy feet long and supported by solid masonry, seventy feet above the torrent. The bridge is already joined together, and the

final work will be as follows: The after end will be so weighted as to render it possible to launch the bow of the bridge, so to speak, across the river, the structure being secured and hauled into place by strong tackle; as the bow surges over the gorge the weight on the after end is proportionately increased, the rollers are struck away, and the fore-end lands on the opposite side. French engineers in charge of this delicate undertaking are confident of perfect success.

This is the Callao and Oroya railway over which we have so rapidly passed, and returned to our initial starting point after having traveled 100 miles and ascended to a height of 7,000 feet above the sea—all accomplished with many and long stoppages, some of an hour, within seven hours, going quietly around curves of a minimum radius of 200 metres, some indeed smaller, and climbing up grades of from two to four per cent.

The contract for the building of the road was signed between the government of Colonel Balta and Mr. Henry Meiggs, late in the year 1869, and the first earth was turned in Lima on the 1st of January, 1870, the venerable Archbishop of the capital calling down the blessing of Heaven on the undertaking. The price fixed was 27,600,000 soles (a sole being about 94 cents of an American gold dollar); payments were stipulated to be made as the work proceeded, and the road was to be delivered completed and equipped to the government within six years from the date of contract. This, Mr. Meiggs is confident, will be faithfully fulfilled.

It was at first estimated that there were 7,000,000 cubic yards of filling and excavation. There are many cuts of a difficult character made from the solid rock; four viaducts of iron, measuring in the aggregate 1,290 metres; 38 bridges over the river Rimac, and 42 tunnels through live rock covering a distance of nearly 20,000 metres. The work challenges the admiration of the world!

Illinois Central Railroad.

The statement of this Company for the month of June, 1873, is as follows:

LAND DEPARTMENT.

| | | |
|--|----------|-----------------|
| Acres Construction Lands | | |
| Sold..... | 1,157.14 | \$9,578 74 |
| Acres Interest Fund Lands | | |
| Sold..... | ..... | ..... |
| Acres Free Lands Sold... | 102.66 | for 1,041 26 |
| Total sales during the m'th of June, 1873..... | 1,259.80 | for \$10,620 00 |
| To which add Town Lot Sales..... | ..... | for 65 00 |
| Total of all..... | 1,259.80 | for \$10,685 00 |

Cash collected in June, 1873..... \$46,777 28

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

| | In Illinois. 707 Miles. | In Iowa. 402 Miles. | Total. 1,109 Miles. |
|---------------|----------------------------|------------------------|------------------------|
| Freight..... | \$377,567 00 | \$82,889 00 | \$460,456 00 |
| Passengers.. | 113,287 05 | 40,384 85 | 153,671 90 |
| Mails..... | 6,375 00 | 3,059 33 | 9,434 33 |
| Other sources | 98,915 00 | 2,505 67 | 101,420 67 |

Total June '73. \$596,144 05 \$128,838 85 \$724,982 90

Total actual earnings, June, 1872..... \$543,792 15 \$115,570 82 \$659,362 97

The Directors of the Metropolitan (Boston) Railroad have voted to declare dividends semi-annually in October and April, as the legislative returns have to be made up to Sept. 30; consequently no dividends will be paid in July.

The earnings of the Erie Railway Company for the week ending June 30, 1873, were \$419,382, and since November 1, 1872, \$12,272,996—an increase over the corresponding period of the previous year of \$378,279.

Tabular statement exhibiting their Length, Equipment, Cost, Traffic, Earnings, Dividends, &c., for the fiscal year ended September 30, 1872.

Compiled from the Twentieth Annual Report of the General Railroad Commissioners.

| Railroads. | Date of completion. | Stock | | Capital Account. | | Length of Railroads.— | | | | | | Engines and Cars.— | | | | Men employed. | Cost of Property. | | |
|--|---------------------|-------------|------------|------------------|----------------|-----------------------|------------|--------------|---------------|--------------|---------------|--------------------|---------|---------|---|---------------|--------------------|-----------|------------|
| | | \$ paid in. | \$ funded. | Debt. | Floating Debt. | Main Line. | Br. Lines. | M. Br. Tr's. | Total Tracks. | Steel R.R.s. | Loco-motives. | Pass. Bag. Fgt. | No. No. | No. No. | Railroad Engines, all pro- cureances,shops,&c. per ty. | | Total of Property. | | |
| New York, New Haven and Hartford..... | 1888 | 15,500,000 | 1,641,500 | ..... | 17,141,500 | 139.5 | 16.5 | 162.2 | 318.2 | 199.0 | 84 | 129 | 41 | 1,010 | 251 | 2,177 | 12,861,474 | 1,840,972 | 14,702,446 |
| Hartford, Providence and Fishkill..... | 1842 | 2,037,940 | 2,065,500 | 100,000 | 4,103,440 | 122.4 | 0.8 | 18.7 | 141.9 | 1.4 | 26 | 36 | 16 | 290 | 71 | 625 | 4,201,486 | 598,875 | 4,800,361 |
| New Haven and Northampton..... | 1848 | 2,100,000 | 1,750,000 | 221,116 | 4,071,116 | 88.9 | 25.4 | 18.0 | 106.3 | ..... | 20 | 17 | 7 | 439 | 40 | 891 | 2,552,368 | 874,689 | 3,427,057 |
| Norwich and Worcester..... | 1840 | 2,364,400 | 759,000 | 35,528 | 3,108,928 | 59.4 | 7.0 | 13.0 | 79.4 | 1.0 | 20 | 15 | 6 | 642 | ..... | 381 | 2,463,383 | 149,711 | 2,613,094 |
| New London Northern..... | 1849 | 1,418,800 | 376,500 | 45,000 | 1,840,300 | 100.0 | ..... | 10.3 | 110.3 | ..... | 28 | 15 | 9 | 247 | 82 | 250 | ..... | 1,538,931 | ..... |
| Housatonic..... | 1842 | 2,000,000 | 400,000 | 335,213 | 2,735,213 | 74.0 | ..... | 7.0 | 81.0 | ..... | 16 | 16 | 8 | 166 | 223 | 463 | 1,864,371 | 340,687 | 2,205,058 |
| Naugatuck..... | 1849 | 1,877,900 | 107,000 | 30,000 | 2,014,900 | 61.5 | ..... | 4.5 | 66.0 | 25.0 | 12 | 14 | 4 | 272 | ..... | 220 | 1,817,165 | 228,487 | 2,040,652 |
| New York, Providence and Boston..... | 1839 | 1,877,400 | 1,214,000 | ..... | 3,091,400 | 62.5 | ..... | 25.5 | 88.0 | ..... | 20 | 21 | 7 | 91 | 16 | 480 | 1,876,357 | 346,006 | 2,222,363 |
| Shore Line..... | 1862 | 1,000,000 | 200,000 | ..... | 1,200,000 | 50.0 | ..... | 4.8 | 54.8 | 5.2 | ..... | ..... | ..... | ..... | ..... | 239 | 1,200,000 | ..... | 1,200,000 |
| Boston, Hartford and Erie..... | 1867 | ..... | ..... | ..... | ..... | 85.7 | 53.3 | 30.5 | 179.5 | ..... | 28 | 35 | 16 | 282 | 125 | 625 | ..... | ..... | ..... |
| Connecticut Valley..... | 1871 | 1,033,500 | 398,000 | 973,000 | 2,404,500 | 45.0 | ..... | 4.7 | 49.7 | ..... | 6 | 12 | 5 | 100 | 40 | 142 | 2,403,587 | 246,175 | 2,649,764 |
| Connecticut Western..... | 1871 | 1,504,028 | 2,436,500 | 96,323 | 4,036,851 | 66.7 | ..... | 7.0 | 73.7 | ..... | 8 | 10 | 2 | 40 | 135 | 170 | 3,797,665 | 296,321 | 4,092,986 |
| Danbury and Norwalk..... | 1862 | 600,000 | 407,500 | 86,053 | 1,093,553 | 23.8 | 10.0 | 4.5 | 38.3 | ..... | 6 | 6 | 2 | 72 | ..... | 102 | 1,108,448 | 145,283 | 1,253,731 |
| New Haven and Derby..... | 1871 | 455,700 | 525,000 | 75,000 | 1,055,700 | 13.0 | ..... | 1.1 | 14.1 | ..... | 8 | 3 | 2 | 7 | 20 | 40 | 1,065,700 | 74,760 | 1,180,460 |
| New Haven, Middletown and Willimantic..... | 1870 | 677,500 | 2,770,000 | 1,459,118 | 4,906,618 | 22.0 | ..... | 0.3 | 22.3 | ..... | 2 | 2 | 1 | ..... | 22 | 30 | 6,402,467 | 59,492 | 5,462,955 |
| Shepaug Valley..... | 1871 | 434,170 | 600,000 | ..... | 1,034,170 | 52.3 | ..... | 2.0 | 34.3 | ..... | 3 | 2 | 1 | 4 | 20 | 50 | 764,984 | 819,708 | 1,584,692 |
| New Canaan..... | 1868 | 164,050 | 86,972 | 3,847 | 2,154,869 | 8.2 | ..... | 0.3 | 8.5 | ..... | 2 | 1 | ..... | ..... | 12 | 230,747 | 26,343 | 257,090 | |
| Watertown and Waterbury..... | 1870 | 118,200 | 17,000 | ..... | 135,200 | 4.4 | ..... | 0.2 | 4.6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 135,000 | ..... | 135,000 |
| Rockville..... | 1863 | 97,750 | 36,000 | ..... | 133,750 | 4.8 | ..... | 0.8 | 6.6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 144,248 | 28,858 | 173,106 |
| South Manchester..... | 1869 | ..... | ..... | ..... | ..... | 40.000 | 2.3 | 0.3 | 2.6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 67,000 | ..... | 67,000 |
| New York, Housatonic and Northern (60 m.)..... | 1868 | 261,000 | 183,500 | 156,475 | 600,975 | 5.4 | ..... | ..... | 5.4 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 608,627 | 12,787 | 616,804 |
| Ridgefield and New York (28.29 m.)..... | ..... | 191,150 | ..... | ..... | 191,150 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 170,000 | ..... | 170,000 |

† Completed in May 1876; total length 52 miles.
* Leased to other companies.

Completed in May 1873; total length 52 miles.

TABULAR STATEMENT.—Continued.

| Railroads, including leases. | —Mileage of Engines.— | | | —Traffic Returns.— | | | —Gross Earnings from Traffic.— | | | Operating Netearn- ings or profits. | | | Tot. on bonds paid. | | | —Dividends— paid. | | | Surplus for the year. |
|------------------------------------|-----------------------|--------------------|---------|--------------------|----------------|-------------|--------------------------------|----------------|-----------|---|----------------|-----------|---------------------------|----------------|---------|----------------------|---------------|---------|-----------------------------|
| | Passenger Trains. | Freight Trains. | Total | Passenger, M. | Freight, M. | Total | Passenger, M. | Freight, M. | Total | Passenger, M. | Freight, M. | Total | Passenger, M. | Freight, M. | Total | Amount. | Rate, p.c. | | |
| N. Y. N. H. and Hartford..... | 156.0 | 938,147 | 481,763 | 1,700,891 | 3,925,765 | 124,919,288 | 892,579 | 38,662,529 | 2,808,145 | 1,445,952 | 234,457 | 4,483,554 | 2,615,000 | 1,868,554 | 98,748 | 1,182,000 | 71 | 587,809 | |
| N. H. and Fishkill..... | 129.9 | 329,842 | 159,536 | 641,442 | 1,207,711 | 16,918,265 | 286,912 | 7,483,216 | 600,768 | 453,040 | 50,234 | 1,004,040 | 810,977 | 193,063 | 145,992 | ..... | ..... | 47,071 | |
| N. H. and Northampton..... | 119.6 | 217,848 | 202,160 | 428,988 | 345,629 | 6,346,357 | 260,436 | 11,648,166 | 174,496 | 439,080 | 43,952 | 667,298 | 438,134 | 224,104 | 128,365 | ..... | ..... | 32,783 | |
| Norwich and Worcester..... | 66.4 | 166,900 | 288,916 | 410,089 | 372,841 | 6,966,518 | 346,867 | 13,270,243 | 239,730 | 497,497 | 84,375 | 771,602 | 478,274 | 193,828 | 47,670 | ..... | ..... | 7,878 | |
| New London Northern..... | 115.0 | 204,129 | 186,814 | 389,980 | 342,422 | 6,113,297 | 199,706 | 9,363,508 | 215,313 | 295,438 | 129,377 | 640,168 | 467,419 | 172,761 | 33,632 | ..... | ..... | 186,876 | |
| Housatonic..... | 162.2 | 126,028 | 131,394 | 274,960 | 282,741 | 4,071,584 | 242,018 | 6,682,508 | 148,982 | 360,352 | 18,781 | 528,116 | 410,585 | 117,530 | 32,679 | ..... | ..... | 106,200 | |
| Naugatuck..... | 66.0 | 106,814 | 128,188 | 249,002 | 329,862 | 5,480,393 | 193,800 | 4,574,092 | 200,460 | 352,921 | 21,259 | 574,640 | 346,049 | 228,591 | 7,448 | ..... | ..... | 33,603 | |
| N. Y. Providence and Boston.. | 62.5 | 275,929 | 165,566 | 441,485 | 614,211 | 15,354,275 | 229,677 | 7,556,700 | 446,891 | 342,539 | 16,357 | 867,787 | 485,050 | 318,737 | 77,056 | ..... | ..... | 169,866 | |
| Shore Line..... | 50.0 | 172,897 | 33,721 | 281,658 | 279,169 | 8,004,173 | 15,825 | 6,662,360 | 294,511 | 71,817 | 21,017 | 387,347 | 287,347 | 100,000 | 14,000 | ..... | ..... | 94,769 | |
| Boston, Hartford and Erie..... | 189.0 | 349,863 | 165,003 | 543,592 | 1,671,692 | 16,003,065 | 345,662 | 9,454,389 | 343,891 | 403,839 | 93,662 | 841,392 | 637,455 | 203,937 | 11,060 | ..... | ..... | 192,867 | |
| Connecticut Valley..... | 45.0 | 45,575 | 20,650 | 66,293 | 205,441 | 3,072,001 | 16,070 | 20,170 | 102,864 | 86,445 | 3,223 | 144,851 | 99,088 | 45,763 | 38,378 | ..... | ..... | 7,090 | |
| Connecticut Western..... | 68.3 | 72,287 | 38,637 | 146,880 | 151,638 | 2,414,879 | 60,467 | 1,098,647 | 82,862 | 136,015 | 4,688 | 228,565 | 157,964 | 65,611 | 172,130 | ..... | ..... | ..... |  |
| Danbury and Norwalk..... | 33.8 | 66,067 | 27,060 | 101,553 | 159,980 | 1,991,066 | 44,633 | 982,360 | 79,667 | 84,842 | 7,611 | 172,120 | 102,324 | 69,796 | 23,759 | ..... | ..... | 42,000 | |
| New Haven and Derby..... | 22.0 | 39,287 | ..... | 41,947 | 125,557 | 984,675 | 11,116 | 122,276 | 51,594 | 14,016 | 805 | 66,415 | 57,040 | 9,375 | 23,899 | ..... | ..... | ..... |  |
| N. H. Middl. and Willimantic.. | 18.0 | 55,982 | ..... | 65,932 | 68,840 | 1,095,948 | 13,020 | 201,252 | 18,893 | 3,297 | 3,866 | 25,556 | 37,751 | ..... | 320,000 | ..... | ..... | ..... |  |
| Shepaug Valley..... | 32.3 | 10,336 | ..... | 19,714 | 10,992 | 183,754 | 6,523 | 144,163 | 7,849 | 6,194 | 278 | 14,311 | 19,201 | ..... | 16,986 | ..... | ..... | ..... |  |
| New Canaan..... | 8.2 | 21,621 | ..... | 21,021 | 37,733 | 220,552 | 5,423 | 40,723 | 11,422 | 6,477 | ..... | 6,592 | 18,491 | ..... | 6,188 | ..... | ..... | ..... |  |
| Watertown and Waterbury..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Rockville..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| South Manchester..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| N. Y. Housatonic and Northern. | 5.4 | 4,175 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Bridgefield and New York..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

RAILROAD EARNINGS—MONTHLY.

| | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|
| Central Pacific (in gold): | | | | | | | | | | | | | |
| 1867..... | 38,169 | 61,831 | 60,029 | 81,156 | 96,828 | 121,702 | 174,812 | 181,297 | 200,550 | 212,109 | 128,168 | 75,871 | 1,470,653 |
| 1868..... | 44,603 | 86,987 | 81,596 | 96,481 | 106,855 | 164,729 | 260,590 | 251,832 | 262,770 | 296,422 | 286,562 | 342,743 | 2,300,767 |
| 1869..... | 212,604 | 218,982 | 291,308 | 486,048 | 568,270 | 566,080 | 832,667 | 811,854 | 900,788 | 879,442 | 635,394 | 467,659 | 5,670,882 |
| 1870..... | 413,104 | 394,176 | 438,832 | 653,758 | 768,720 | 729,274 | 783,100 | 807,816 | 877,184 | 828,447 | 777,513 | 683,692 | 7,996,116 |
| 1871..... | 536,499 | 485,490 | 614,447 | 720,929 | 692,341 | 796,176 | 866,297 | 1,006,373 | 966,922 | 981,006 | 897,234 | 672,568 | 9,467,072 |
| 1872..... | 592,223 | 571,836 | 875,768 | 949,668 | 1,380,923 | 1,138,273 | 1,375,610 | 1,271,629 | 1,254,689 | 1,285,576 | 1,299,900 | 1,007,126 | 12,900,126 |
| 1873..... | 592,800 | 691,015 | 974,460 | 1,132,920 | 1,356,978 | 1,313,790 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago and Alton: | | | | | | | | | | | | | |
| 1868..... | 226,158 | 222,241 | 300,111 | 299,249 | 329,851 | 371,544 | 321,597 | 387,269 | 322,638 | 390,223 | 323,080 | 271,247 | 3,695,153 |
| 1869..... | 245,787 | 167,832 | 236,961 | 282,165 | 335,510 | 342,358 | 354,244 | 416,982 | 408,999 | 426,752 | 359,102 | 330,169 | 3,582,861 |
| 1870..... | 276,117 | 275,140 | 297,004 | 279,121 | 305,342 | 284,504 | 404,012 | 558,101 | 486,196 | 503,740 | 409,569 | 361,701 | 4,508,643 |
| 1869..... | 348,192 | 315,999 | 388,727 | 328,390 | 345,833 | 402,854 | 351,045 | 493,232 | 506,623 | 468,212 | 397,515 | 340,851 | 4,681,563 |
| 1870..... | 342,369 | 342,897 | 342,897 | 348,039 | 408,690 | 408,659 | 418,709 | 506,681 | 497,519 | 475,608 | 441,197 | 404,264 | 4,849,465 |
| 1871..... | 352,635 | 342,860 | 381,999 | 388,964 | 461,290 | 466,097 | 535,655 | 554,163 | 507,617 | 473,227 | 455,697 | 377,687 | 5,278,910 |
| 1872..... | 371,708 | 382,902 | 373,217 | 379,879 | 409,254 | 419,196 | 498,352 | 569,882 | 497,281 | 540,760 | 431,315 | 352,044 | 5,156,326 |
| 1873..... | 352,668 | 402,477 | 424,614 | 412,218 | 426,315 | 482,005 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago and Northwestern: | | | | | | | | | | | | | |
| 1868..... | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 2,811,544 |
| 1869..... | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 6,114,566 |
| 1870..... | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 7,776,490 |
| 1871..... | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 9,299,450 |
| 1872..... | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 11,632,789 |
| 1873..... | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 275,878 | 13,855,497 |
| Cleveland, Col., Cin. and Indianapolis: | | | | | | | | | | | | | |
| 1868..... | 242,205 | 236,160 | 242,500 | 236,435 | 193,699 | 203,696 | 218,347 | 271,425 | 287,461 | 293,296 | 262,798 | 230,061 | 2,918,342 |
| 1869..... | 204,112 | 180,840 | 239,522 | 247,661 | 241,456 | 256,408 | 253,367 | 341,783 | 320,025 | 293,615 | 271,555 | 242,621 | 3,095,905 |
| 1870..... | 203,069 | 226,897 | 244,182 | 244,044 | 290,169 | 274,021 | 249,355 | 319,012 | 317,887 | 339,239 | 319,573 | 284,166 | 3,273,710 |
| 1871..... | 270,204 | 273,751 | 385,149 | 295,460 | 281,491 | 288,775 | 314,850 | 360,759 | 374,671 | 338,723 | 340,625 | 317,763 | 3,765,343 |
| 1872..... | 340,791 | 320,022 | 372,974 | 381,113 | 373,619 | 341,104 | 326,268 | 401,252 | 417,328 | 439,581 | 389,830 | 358,743 | 4,492,625 |
| 1873..... | 358,612 | 408,849 | 466,517 | 432,928 | 394,436 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Erie: | | | | | | | | | | | | | |
| 1871..... | 1,056,469 | 971,193 | 1,201,500 | 1,253,955 | 1,443,272 | 1,656,415 | 1,720,078 | 1,864,554 | 1,794,397 | 1,694,651 | 1,485,454 | 1,417,211 | 17,598,327 |
| 1872..... | 1,332,904 | 1,294,076 | 1,460,174 | 1,548,813 | 1,775,324 | 1,493,981 | 1,560,023 | 1,625,243 | 1,643,454 | 1,743,762 | 1,704,374 | 1,392,615 | 18,694,096 |
| 1873..... | 1,316,831 | 1,329,422 | 1,515,382 | 1,541,958 | 1,754,821 | 1,717,593 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Illinois Central: | | | | | | | | | | | | | |
| 1867..... | 547,120 | 524,871 | 417,071 | 440,271 | 477,027 | 516,493 | 525,242 | 709,327 | 738,530 | 823,901 | 727,810 | 613,329 | 7,160,992 |
| 1868..... | 587,443 | 536,165 | 444,445 | 518,900 | 572,551 | 626,249 | 549,714 | 794,325 | 889,967 | 931,530 | 685,401 | 681,071 | 7,817,629 |
| 1869..... | 569,138 | 524,693 | 709,648 | 686,282 | 640,975 | 778,261 | 696,228 | 841,363 | 979,401 | 914,406 | 814,413 | 696,677 | 8,822,482 |
| 1870..... | 623,383 | 661,789 | 601,326 | 555,987 | 684,539 | 712,647 | 627,216 | 899,052 | 901,235 | 903,225 | 811,708 | 697,751 | 8,678,958 |
| 1871..... | 624,744 | 529,617 | 563,598 | 620,228 | 713,162 | 718,722 | 707,992 | 836,401 | 890,287 | 753,184 | 755,436 | 688,131 | 8,401,142 |
| 1872..... | 637,436 | 531,627 | 575,393 | 559,971 | 648,956 | 659,363 | 609,846 | 783,255 | 744,782 | 831,693 | 696,475 | 695,063 | 8,026,764 |
| 1873..... | 680,492 | 562,949 | 651,962 | 544,035 | 687,930 | 724,983 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Kansas Pacific: | | | | | | | | | | | | | |
| 1871..... | 133,673 | 162,264 | 267,411 | 303,915 | 306,944 | 266,086 | 282,723 | 332,555 | 365,445 | 387,999 | 303,305 | 210,197 | 3,321,518 |
| 1872..... | 189,606 | 191,738 | 300,783 | 322,875 | 341,843 | 322,559 | 329,838 | 357,302 | 349,468 | 449,418 | 314,513 | 223,240 | 3,695,183 |
| 1873..... | 150,667 | 194,786 | 300,719 | 362,300 | 332,764 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Lake Shore and Michigan Southern: | | | | | | | | | | | | | |
| 1871..... | 1,082,595 | 1,076,112 | 1,312,617 | 1,217,339 | 1,190,033 | 1,140,916 | 1,130,847 | 1,295,369 | 1,368,948 | 1,402,597 | 1,445,316 | 1,235,285 | 14,797,975 |
| 1872..... | 1,339,389 | 1,294,710 | 1,498,408 | 1,528,250 | 1,479,945 | 1,323,476 | 1,225,708 | 1,459,360 | 1,635,091 | 1,764,788 | 1,658,424 | 1,483,480 | 17,691,629 |
| 1873..... | 1,412,368 | 1,549,285 | 1,735,736 | 1,694,543 | 1,680,968 | 1,585,368 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Marietta and Cincinnati: | | | | | | | | | | | | | |
| 1868..... | 92,433 | 81,599 | 98,482 | 108,461 | 95,416 | 95,924 | 108,413 | 126,556 | 121,519 | 128,065 | 119,169 | 121,408 | 1,294,095 |
| 1869..... | 98,517 | 91,666 | 103,558 | 109,526 | 111,033 | 118,648 | 114,496 | 129,388 | 140,473 | 132,899 | 131,019 | 109,629 | 1,390,822 |
| 1870..... | 90,177 | 98,275 | 101,379 | 108,246 | 110,213 | 111,117 | 111,127 | 118,407 | 132,998 | 153,531 | 144,023 | 141,376 | 1,418,869 |
| 1871..... | 130,883 | 126,224 | 140,740 | 113,173 | 119,660 | 115,115 | 118,572 | 137,341 | 166,191 | 175,438 | 172,567 | 169,820 | 1,690,714 |
| 1872..... | 152,577 | 142,408 | 160,784 | 145,858 | 158,717 | 164,587 | 149,550 | 162,521 | 191,841 | 208,977 | 207,911 | 204,193 | 2,029,927 |
| 1873..... | 170,023 | 162,585 | 180,467 | 190,562 | 185,683 | 185,953 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Michigan Central: | | | | | | | | | | | | | |
| 1869..... | 384,120 | 320,636 | 386,527 | 411,514 | 405,646 | 366,023 | 329,950 | 353,569 | 473,546 | 490,772 | 448,419 | 374,542 | 4,744,164 |
| 1870..... | 387,992 | 329,128 | 384,431 | 412,090 | 409,283 | 363,187 | 326,891 | 378,880 | 497,990 | 511,447 | 453,873 | 387,327 | 4,755,958 |
| 1871..... | 418,755 | 442,666 | 488,980 | 470,703 | 480,847 | 427,096 | 422,015 | 529,890 | 628,000 | 582,802 | 577,434 | 507,050 | 5,940,102 |
| 1872..... | 505,586 | 484,022 | 568,533 | 607,078 | 593,611 | 505,314 | 505,908 | 580,908 | 687,849 | 785,338 | 616,024 | 676,788 | 6,988,479 |
| 1873..... | 475,897 | 542,008 | 690,017 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Milwaukee and St. Paul: | | | | | | | | | | | | | |
| 1868..... | 369,228 | 321,203 | 333,508 | 436,412 | 565,718 | 458,191 | 423,398 | 522,682 | 1,024,405 | 1,037,464 | 556,917 | 468,880 | 6,517,646 |
| 1869..... | 454,590 | 330,400 | 420,951 | 460,288 | 630,544 | 678,923 | 586,531 | 525,547 | 724,732 | 1,040,102 | 801,135 | 496,553 | 7,250,069 |
| 1870..... | 396,171 | 382,823 | 377,571 | 443,132 | 730,700 | 755,737 | 636,434 | 661,020 | 808,318 | 908,313 | 791,014 | 529,759 | 7,420,421 |
| 1871..... | 396,760 | 327,431 | 400,149 | 483,884 | 662,368 | 658,017 | 541,113 | 508,557 | 815,345 | 841,150 | 644,625 | 473,295 | 6,690,695 |
| 1872..... | 460,985 | 387,626 | 426,192 | 474,183 | 580,432 | 594,769 | 488,348 | 565,729 | 811,991 | 950,945 | 702,538 | 513,787 | 6,957,739 |
| 1873..... | 334,715 | 423,716 | 656,005 | 569,286 | 805,799 | 925,210 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Pacific of Missouri: | | | | | | | | | | | | | |
| 1869..... | 194,112 | 207,302 | 294,302 | 278,247 | 294,273 | 249,349 | 184,411 | 262,515 | 350,613 | 329,243 | 298,708 | 271,207 | 3,184,282 |
| 1870..... | 202,447 | 250,617 | 294,874 | 289,550 | 283,221 | 263,328 | 260,449 | 343,195 | 358,077 | 341,373 | 321,659 | 236,108 | 3,435,560 |
| 1871..... | 212,006 | 219,504 | 219,768 | 286,416 | 284,732 | 275,351 | 297,540 | | | | | | |

CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST

| Years ending. | Length track equiv. single. | Horses and Carriages. | No. Cars. | COMPANIES. | Cost of Road and Equipment. | Share Capital. | Indebtedness. | | Earnings. | | Dividends on paid Capital. | | Value of Shares. | |
|---------------|-----------------------------|-----------------------|-----------|---------------------------------------|-----------------------------|----------------|---------------|----------------|-----------------|---------|----------------------------|-------|------------------|---------|
| | | | | | | | Bonded Debt. | Floating Debt. | Gross. | Net. | P. c. | Paid. | Par. | Market. |
| Sept. 30, '71 | 7.25 | 102 | 16 | Albany.....N.Y. | 157,500 | 111,400 | 40,000 | | 63,640 | 16,449 | 10 | 100 | 100 | |
| Sept. 30, '71 | 1.04 | | | Albany st. Freight (B'ton).Mass. | 48,709 | 75,000 | | 155 | 2,856 | 657 | 100 | 100 | | |
| Oct. 31, '71 | 7.25 | 12 | | Allentown.....Pa. | 31,452 | 192,750 | | | 10,801 | 2,985 | 100 | 100 | | |
| Sept. 30, '71 | 11.53 | | | Avenue C (N. Y. City).....N. Y. | 513,286 | 600,000 | 681,000 | 163,841 | 161,424 | 11,753 | 100 | 100 | | |
| Sept. 30, '71 | 22.00 | 449 | 55 | Bleeker st. & F. F. (N. Y. C.) N. Y. | 1,775,049 | 900,000 | 694,000 | 12,282 | 302,393 | 69,420 | 100 | 100 | | |
| Sept. 30, '71 | 4.63 | | | Boston and Chelsea.....Mass. | 110,000 | 110,000 | | | 8,800 | 7,359 | 6.8 | 100 | 100 | |
| Sept. 30, '71 | 1.25 | | | Boston & West Roxbury.Mass. | 56,138 | 41,000 | | | 2,500 | 2,348 | 100 | 100 | | |
| Sept. 30, '71 | 10.76 | 276 | 52 | Broadway (Brooklyn).....N. Y. | 309,000 | 200,000 | 100,000 | 9,859 | 143,794 | 25,445 | 9 | 100 | 100 | |
| Sept. 30, '71 | 10.35 | 775 | 109 | B'dway & 7th Av. (N. Y. C.) N. Y. | 3,632,053 | 2,100,000 | 1,000,000 | 13,559 | 775,190 | 235,915 | 3 | 100 | 100 | |
| Sept. 30, '71 | 7.00 | | 28 | Brooklyn, Bath & Coney I. N. Y. | 212,379 | 180,000 | 80,000 | | 41,169 | 8,501 | 100 | 100 | | |
| Sept. 30, '71 | 72.00 | 1479 | 297 | Brooklyn City.....N. Y. | 2,082,904 | 1,500,000 | 300,000 | 123,000 | 1,339,241 | 293,274 | 12 | 100 | 100 | |
| Sept. 30, '71 | 15.50 | 194 | 42 | Brooklyn City & Newtown N. Y. | 636,736 | 400,000 | 200,000 | 8,829 | 164,787 | 34,200 | 100 | 100 | | |
| Sept. 30, '71 | 14.50 | | | B'klyn. City, Hun. P. & P. N. Y. | 616,730 | 300,000 | 300,000 | 29,197 | 154,768 | 40,686 | 100 | 100 | | |
| Sept. 30, '71 | 15.20 | 201 | 69 | Buffalo street.....N. Y. | 429,557 | 37,000 | 73,000 | 19,257 | 183,932 | 23,518 | 100 | 100 | | |
| Sept. 30, '71 | 11.50 | 92 | 17 | Bushwick (Brooklyn).....N. Y. | 324,012 | 302,000 | 52,000 | 2,018 | 81,614 | 8,092 | 100 | 100 | | |
| Sept. 30, '71 | 35.51 | | | Cambridge (Boston).....Mass. | 740,904 | 740,000 | 150,000 | | 69,091 | 69,091 | 13.5 | 100 | 100 | 101 |
| Sept. 30, '71 | 1.74 | 20 | 4 | Central City (Syracuse).....N. Y. | 29,006 | 21,130 | 6,000 | | 19,524 | 7,475 | 20.0 | 100 | 100 | |
| Sept. 30, '71 | 46.00 | 802 | 142 | Cent. P. & N. E. R. (N. Y. C.) N. Y. | 1,629,178 | 1,068,400 | 628,000 | 88,746 | 590,245 | 131,910 | 100 | 100 | | |
| Oct. 31, '71 | 7.25 | 352 | 43 | Citizens' (Phila.).....Pa. | 212,820 | 192,750 | | | 313,002 | 94,494 | 27.7 | 50 | 19 | |
| Oct. 31, '71 | 17.00 | 73 | 33 | Citizens' (Pittsburg).....Pa. | 249,896 | 184,000 | 50,000 | 7,700 | 107,771 | 10,957 | 22.0 | 50 | 46 | |
| Sept. 30, '71 | 14.85 | 222 | 21 | Coney Island (Brooklyn).....N. Y. | 647,363 | 500,000 | 215,000 | 49,593 | 100,178 | 14,687 | 100 | 100 | | |
| Sept. 30, '71 | 10.36 | 834 | 116 | Dry Dock, E. B. & B. (N. Y. C.) N. Y. | 937,943 | 1,200,000 | 700,000 | | 698,241 | 179,551 | 100 | 100 | | |
| Sept. 30, '71 | 1.75 | 3 | 13 | East New York & Jamaica N. Y. | 239,668 | 175,800 | 82,700 | 1,632 | 20,554 | 5,490 | 100 | 100 | | |
| Oct. 31, '71 | 1.63 | 13 | 3 | Easton and S. Easton.....Pa. | 25,952 | 23,652 | | | 9,757 | 2,658 | 5 | 25 | 25 | |
| Sept. 30, '71 | 18.00 | 877 | 109 | Eighth Avenue (N. Y. City) N. Y. | 1,560,134 | 1,000,000 | 203,000 | 35,000 | 702,672 | 164,092 | 12 | 100 | 100 | |
| Oct. 31, '71 | 5.25 | | | Elmira and Horseheads.....N. Y. | 43,000 | 22,500 | | 3,200 | (Not in opera.) | | 100 | 100 | | |
| Oct. 31, '71 | 2.50 | 20 | 6 | Elrie City.....Pa. | 36,957 | 19,807 | 20,458 | | 14,371 | 3,298 | 50 | 42 | | |
| Oct. 31, '71 | 2.76 | 72 | 13 | Federal St. & Pl. Val. (Phg.) Pa. | 93,000 | 68,300 | 25,000 | | 41,167 | 7,504 | 25 | 25 | | |
| Sept. 30, '71 | 9.63 | | | Fifth Ward (Syracuse).....N. Y. | 46,799 | 29,285 | 10,000 | 2,800 | 12,612 | 1,163 | 100 | 100 | | |
| Sept. 30, '71 | 17.04 | 366 | 43 | 42d st. & Gr'd st. (N. Y. C.) N. Y. | 1,054,679 | 745,000 | 216,000 | | 392,619 | 97,698 | 6.5 | 100 | 100 | |
| Oct. 31, '71 | 3.25 | 22 | 5 | Frankford & Southwark (Ph.) Pa. | 830,364 | 491,750 | 227,000 | 80,000 | 335,899 | 92,869 | 6 | 50 | 50 | 52 |
| Sept. 30, '71 | 34.25 | 364 | 64 | Genesee & Water st. (Syr.) N. Y. | 59,928 | 42,500 | 12,700 | | 13,924 | 2,226 | 100 | 100 | | |
| Oct. 31, '71 | 5.40 | 108 | 28 | Germantown (Phila.).....Pa. | 562,270 | 397,545 | 350,000 | | 368,586 | 88,100 | 19.5 | 50 | 30 | 35 |
| Oct. 31, '71 | 9.00 | 93 | 16 | Girard College (Phila.).....Pa. | 177,497 | 170,000 | | | 21,573 | 55,592 | 17.6 | 50 | 17 | |
| Sept. 30, '71 | 8.00 | | | Gr'd st. & Newtown (Bk'n) N. Y. | 304,532 | 170,000 | 90,000 | 20,000 | 94,496 | 7,771 | 100 | 100 | | |
| Oct. 31, '71 | 7.25 | 196 | 3 | Gr'd St. Prosp. Pk. & Flatb. N. Y. | 400,000 | 200,000 | 200,000 | 14,000 | (Not in opera.) | | 100 | 100 | | |
| Oct. 31, '71 | 2.14 | 11 | 3 | Green and Coates st. (Phila.) Pa. | 244,441 | 100,000 | 150,000 | | 172,537 | 44,368 | 26.7 | 60 | 15 | 49 |
| Oct. 31, '71 | 10.00 | 120 | 24 | Harlem Br. Morr. & F'dham. N. Y. | 60,249 | 41,995 | 12,854 | 1,240 | 6,489 | 967 | 25 | 25 | | |
| Sept. 30, '71 | 30.49 | 362 | 61 | Host, Maat. & F'mount (Ph.) Pa. | 388,016 | 293,015 | 137,000 | | 310,958 | 105,646 | 13.5 | 50 | 19 | |
| Oct. 31, '71 | 3.56 | 31 | 9 | Kingston and Rondout.....N. Y. | 80,291 | 75,000 | | | 22,800 | 5,424 | 3.7 | 100 | 100 | |
| Oct. 31, '71 | 5.26 | 114 | 17 | Lombard and South st. (Ph.) Pa. | 170,181 | 105,000 | 62,500 | | 95,950 | 28,513 | 11.9 | 5 | 10 | |
| Sept. 30, '71 | 4.04 | 67 | 17 | Lowell Horse.....Mass. | 78,904 | 65,830 | 4,500 | | 32,185 | 2,182 | 100 | 100 | | |
| Sept. 30, '71 | 11.62 | 233 | 35 | Lynn and Boston.....Mass. | 277,311 | 200,000 | 50,000 | 1,900 | 177,507 | 10,215 | 100 | 100 | | |
| Sept. 30, '71 | 3.60 | | | Malden and Melrose (B'n) Mass. | 60,246 | 200,000 | | | 2,400 | 1,923 | 100 | 100 | | |
| Sept. 30, '71 | 1.07 | | | Marginal Freight (Boston) Mass. | 1,040,556 | 500,000 | 500,000 | 36,326 | 32,282 | | 100 | 100 | | |
| Sept. 30, '71 | 3.46 | | | Medford & Charleat. (B'n) Mass. | 34,600 | 21,000 | 4,000 | | 905,066 | 153,192 | 10 | 100 | 57 | |
| Sept. 30, '71 | 8.27 | 45 | 15 | Merrimac Valley.....Mass. | 63,000 | 50,000 | | | 222,408 | 42,125 | 3 | 100 | 60 | |
| Sept. 30, '71 | 43.10 | 958 | 328 | Metropolitan (Boston).....Mass. | 1,705,566 | 1,250,000 | 455,566 | 101,291 | 7,573 | 3,847 | 10 | 100 | 100 | |
| Sept. 30, '71 | 15.60 | 260 | 48 | Middlesex (Boston).....Mass. | 557,639 | 400,000 | 184,500 | | 117,331 | 5,788 | 100 | 100 | | |
| Sept. 30, '71 | 1.75 | | | Mohawk and Illon.....N. Y. | 15,000 | 15,000 | | | 7,887 | 293 | 100 | 100 | | |
| Sept. 30, '71 | 12.20 | 177 | 53 | Ninth Avenue (N. Y. City) N. Y. | 1,000,000 | 797,320 | 167,000 | | 41,951 | 5,981 | 100 | 100 | | |
| Sept. 30, '71 | 3.20 | 14 | 4 | Northampton & Wmberg. Mass. | 200,000 | 200,000 | 5,059 | | 7,887 | 293 | 100 | 100 | | |
| Sept. 30, '71 | 8.00 | 52 | 17 | North 2d St. & Middle Vil. N. Y. | 154,343 | 138,600 | 15,350 | | 41,951 | 5,981 | 100 | 100 | | |
| Sept. 30, '71 | 2.74 | 7 | | North Woburn (Boston).....Mass. | 32,600 | 20,800 | 8,000 | 2,000 | 1,920 | | 100 | 100 | | |
| Oct. 31, '71 | 7.25 | 82 | 14 | Oakland & E. Liberty (Phg.) Pa. | 121,805 | 130,000 | 67,000 | 5,275 | 49,098 | 708 | 50 | 50 | | |
| Dec. 31, '71 | 11.71 | 173 | 33 | Orange and Newark.....N. J. | 897,022 | 282,550 | 546,000 | 76,700 | 195,367 | 37,874 | 100 | 100 | | |
| Sept. 30, '71 | 14.40 | 102 | 27 | Park Avenue (Brooklyn) N. Y. | 281,283 | 118,500 | 188,000 | | 30,051 | 898 | 100 | 100 | | |
| Dec. 31, '71 | 3.81 | | | Passenger (Cin.).....O. | 100,000 | 100,000 | | | | | 100 | 100 | | |
| Oct. 31, '71 | 9.56 | 42 | 12 | Peoples' street (Scranton) Pa. | 138,250 | 125,500 | | | 33,703 | 6,601 | 2.5 | 100 | 100 | |
| Oct. 31, '71 | 12.02 | 408 | 67 | Philadelphia City (C. & W.) Pa. | 450,237 | 225,000 | 200,000 | 25,237 | 346,982 | 85,193 | 23.5 | 50 | 15 | 59 |
| Oct. 31, '71 | 6.04 | | 16 | Philadelphia and Darby.....Pa. | 257,000 | 200,000 | 57,000 | | (Leased) | | 4.0 | 50 | 20 | 10 |
| Oct. 31, '71 | 12.87 | 145 | 25 | Philadelphia & Gray's Ferry. Pa. | 299,127 | 290,175 | 6,500 | | 120,305 | 30,713 | 8.9 | 50 | 25 | 32 |
| Oct. 31, '71 | 8.50 | 174 | 28 | Pgh. Allegheny & Manchest. Pa. | 146,202 | 140,000 | 23,000 | | 139,377 | 34,703 | 28.5 | 50 | 35 | |
| Oct. 31, '71 | 6.00 | 100 | 17 | Pittsburg and Birmingham. Pa. | 135,913 | 100,000 | 10,000 | 57,254 | 54,896 | 3,636 | 50 | 50 | | |
| Dec. 31, '71 | 6.88 | 92 | 16 | Portland.....Me. | 160,300 | 160,300 | | 600 | 45,007 | 12,809 | 100 | 100 | | |
| Sept. 30, '71 | 2.50 | | | Poughkeepsie City.....N. Y. | 57,414 | 31,370 | 14,000 | 12,044 | 16,816 | Loas. | 100 | 100 | | |
| Oct. 31, '71 | 8.00 | 55 | 14 | Ridge Av. & Manayunk (Ph.) Pa. | 223,615 | 158,100 | 63,300 | 6,000 | 45,834 | 36,700 | 50 | 15 | 45 | |
| Sept. 30, '71 | 10.00 | | | Rochester and Brighton.....N. Y. | 94,153 | 60,000 | 20,000 | | 67,140 | 17,102 | 100 | 100 | | |
| Sept. 30, '71 | 7.85 | 62 | 32 | Salem.....Mass. | 203,735 | 150,000 | 35,900 | 3,300 | 47,854 | 7,625 | 100 | 100 | | |
| Oct. 31, '71 | 3.49 | | | Schuylkill River (Phila.) Pa. | 47,463 | 50,000 | | | (Leased) | | 10.0 | 5 | 5 | |
| Sept. 30, '71 | 16.00 | 693 | 101 | Second Avenue (N. Y. City) N. Y. | 2,089,623 | 888,100 | 1,163,500 | | 565,954 | 137,404 | 50 | 50 | 95 | |
| Oct. 31, '71 | 38.00 | 560 | 85 | 2d and 3d street (Phila.).....Pa. | 695,223 | 573,417 | 109,300 | | 484,034 | 151,593 | 15.0 | 50 | 30 | 59 |
| Oct. 31, '71 | 6.75 | 236 | 40 | 17th and 19th street (Phila.) Pa. | 186,402 | 160,000 | 15,000 | 106,220 | 134,744 | 7,377 | 4.0 | 50 | 16 | |
| Sept. 30, '71 | 9.38 | 671 | 82 | Sixth Avenue (N. Y. City) N. Y. | 1,775,892 | 750,000 | 250,00 | | | | | | | |

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. |
|-----------------------------------|--------------------|-------------------|------------------------|-----------------------------------|--------------------|-------------------|------------------------|-----------------------------------|--------------------|-------------------|------------------------|
| Albany and Susq..... | 100 | J. & J. | July '78 34 | Long Island..... | 50 | M. & S. | May '79 10 | Vermont and Mass..... | 100 | M. & N. | May '78 2 |
| Allegheny Valley..... | 50 | - & - | - | Louisv., Cin. and Lex..... | 50 | J. & J. | July '69 8 | Warren (N. J.)..... | 100 | A. & D. | Dec. '71 84 |
| Atlanta and West Point..... | 100 | J. & J. | July '71 4 | " " pref. 100 | 50 | J. & J. | July '72 41 | Warwick Valley..... | 100 | A. & O. | Apr. '72 24 |
| Atlantic and Gulf..... | 100 | - & - | - | Louisville & Nashville..... | 100 | F. & A. | Feb. '78 3 | West Jersey..... | 100 | F. & A. | Feb. '78 4 |
| " " pref. 100 | 50 | J. & J. | July '71 34 | Louisv., N. Alb. & Chi..... | 100 | J. & D. | Dec. '70 8 | Winchester & Potomac..... | 100 | J. & J. | Jan. '78 3 |
| Atlantic and St. Law.*..... | 100 | M. & S. | Mar. '78 2 | Lowell and Lawrence..... | 100 | A. & O. | Apr. '78 3 | Worcester & Straburg..... | 100 | J. & J. | July '72 34 |
| " " new 1870-100 | 1,600,000 | - & - | - | Lykens Valley..... | 20 | F.M.A.N. | July '78 21 | Worcester and Nashua..... | 75 | J. & J. | July '78 4 |
| Avon, Genesee & Mt. M.*100 | 194,250 | A. & O. | Oct. '72 14 | Macon and Western..... | 100 | J. & J. | July '78 5 | HORSE-POWER R. R. | | | |
| Baltimore and Ohio..... | 100 | M. & N. | May '78 15 | Maine Central..... | 100 | - & - | - | Albany City..... | 100 | - & - | - |
| Washington Br. pref..... | 100 | A. & O. | Apr. '78 5 | Manchester and Law..... | 100 | M. & N. | Nov. '78 5 | Baltimore City..... | 100 | F. & A. | Aug. '72 1 |
| Parkersburg Br. pref..... | 100 | J. & J. | July '78 11 | Marietta & Cincinnati..... | 50 | M. & S. | Sep. '66 8 | Bleecker & F. Fy.(N.Y.)..... | 100 | - & - | - |
| Rochester & Ontario..... | 50 | J. & D. | Dec. '72 31 | " " 1st pref. 50 | 50 | M. & S. | Sep. '66 8 | Boston and Chelsea..... | 100 | A. & O. | Apr. '78 4 |
| Boston and Albany..... | 100 | M. & N. | May '78 5 | " " 2d pref. 50 | 50 | F. & A. | Jan. '69 3 | Broadway (Brooklyn)..... | 100 | J. & J. | Apr. '78 3 |
| Bos., Cin. & Fitchburg..... | 100 | J. & D. | Dec. '72 31 | Massachusetts Central..... | 100 | J. & J. | Jan. '69 3 | Broadw. & 7th Av.(N.Y.)..... | 100 | J. & D. | Jan. '70 |
| Agricultural Br. guar..... | 100 | J. & D. | Dec. '72 31 | Memphis & Charleston..... | 100 | J. & J. | Jan. '69 3 | Brooklyn City..... | 100 | F.M.A.N. | May '78 |
| Bost. Con. & Mont.*pref. 100 | 800,000 | M. & N. | May '78 5 | Michigan Central..... | 100 | J. & J. | Jan. '69 3 | Brooklyn City & Newt..... | 100 | J. & J. | July '70 |
| Boston and Lowell..... | 100 | J. & J. | July '78 4 | Mill Creek & Minehill..... | 50 | J. & J. | Jan. '69 3 | Brooklyn City & Jamaica..... | 100 | - & - | - |
| Boston and Maine..... | 100 | M. & N. | May '78 5 | Millwaukee and St. Paul..... | 100 | J. & J. | Jan. '69 3 | Bushwick (Brooklyn)..... | 100 | J. & J. | July '71 34 |
| Boston and Providence..... | 100 | M. & N. | May '78 5 | " " pref. 100 | 100 | F. & A. | Feb. '78 34 | Cambridge..... | 100 | A. & O. | Apr. '78 4 |
| Buffalo, N. Y. & Erie..... | 100 | F. & A. | Feb. '78 34 | M. Hill & Schuy. Hav.* 50 | 50 | J. & J. | July '78 21 | Cen. Pac. N. & E. Riv. 100 | 1,068,400 | A. & O. | Oct. '67 2 |
| Burlington and Mo. Riv..... | 100 | M. & S. | Mar. '78 56 | Morria and Essex..... | 50 | J. & J. | July '78 5 | Citizens' (Phig.)..... | 50 | M. & N. | Nov. '71 7 |
| " " pref. 100 | 1,485,900 | J. & S. | Mar. '78 56 | Nashua and Lowell..... | 100 | M. & N. | May '78 5 | Coney Island & Hook..... | 100 | - & - | - |
| Camden and Amboy..... | 100 | M. & S. | Mar. '78 56 | Naugatuck..... | 100 | F. & A. | Aug. '72 64 | O. Dock, E. Bdw. & Bat. 100 | 1,200,000 | F.M.A.N. | May '78 2 |
| Camden and Atlantic..... | 50 | J. A. J.O. | July '78 21 | Nesqueoning Valley..... | 50 | M. & S. | Mar. '78 5 | Eighth Avenue (N.Y.)..... | 1,000,000 | J. A. J.O. | Oct. '71 8 |
| " " pref. 50 | 879,200 | - & - | - | Newark and N. York..... | 100 | J. & J. | Jan. '72 34 | Elizabeth and Newark..... | 100 | - & - | - |
| Cape Cod..... | 100 | J. & J. | Jan. '72 34 | N. Bedford & Taunton..... | 100 | M. & N. | May '78 10 | Frankf. & Southw.(Ph) 50 | 491,750 | J. & J. | July '78 5 |
| Cape May and Millville..... | 50 | J. & D. | Dec. '72 3 | N. Castle & Beaver Val.* 50 | 50 | M. & N. | May '78 10 | Germantown (Ph)..... | 50 | J. & J. | July '78 5 |
| Cataqua & Fogelsv..... | 50 | J. & D. | Dec. '72 3 | N. Haven & Northamp..... | 100 | J. & J. | Aug. '69 12 | Girard College (Ph)..... | 50 | J. & J. | July '78 5 |
| Catawissa..... | 50 | - & - | - | New Jersey..... | 100 | J. A. J.O. | Sep. '72 3 | Grand St. and Newton..... | 100 | J. & J. | July '78 5 |
| " " pref. 50 | 1,269,000 | M. & N. | May '78 5 | New London Northern..... | 100 | A. & O. | Apr. '78 4 | Green & Coates St. (Ph) 50 | 500,000 | J. & J. | Jan. '78 4 |
| Cayuga and Susq..... | 50 | J. & J. | July '78 4 | N. Y. Cen. & Hudson R..... | 100 | J. & J. | July '78 4 | Heston | | | |

AMERICAN RAILROAD JOURNAL

NATIONAL AND STATE SECURITIES.

837

| | Amounts outstand- ing. | Rate. | Payable. | WHEN PAY- ABLE. | Market Price. | | Amounts outstand- ing. | Rate. | Payable. | PAY- ABLE. | Market Price. |
|--|------------------------------|-------|--------------|-----------------------|------------------|--|------------------------------|-------|---------------|---------------|------------------|
| National Securities June 1, 1873. | | | | | | | | | | | |
| Loan of June 14, 1868.....registered | \$6,045,000 | 5 | Jan. & July. | 1874 | 112 1/2 | Massachusetts—(\$30,712,882): | | | | | |
| Loan of February 8, 1861.....registered | 13,955,000 | 6 | Jan. & July. | 1880 | 118 | .. State (public works) scrip, '72..... | 706,000 | 5 | Vario | '72-'80 | ... |
| Oregon War Bonds of March 2, 1861.....coupon | 945,000 | 6 | Jan. & July. | 1881 | 109 1/2 | .. State (public works) scrip..... | 364,000 | 6 | June & Dec. | '72-'77 | ... |
| Loan of July 17, and Aug. 6, 1861.....registered | 125,560,550 | 6 | Jan. & July. | 1881 | 118 | .. Union Fund Loan, 1861..... | 2,800,000 | 6 | Jan. & July. | '72-'76 | ... |
| Loan of Feb. 25, 1862 (5-20s).....registered | 30,834,900 | 6 | Jan. & July. | 1881 | 119 1/2 | .. Union Fund Loan, 1862..... | 600,000 | 6 | " | '77-'78 | ... |
| Loan of Feb. 25, 1862 (5-20s).....coupon | 232,637,850 | 6 | May & Nov. | 1882 | 116 1/2 | .. Coast Defense Loan, 1863..... | 888,000 | 5 | " | 1883 | 97 |
| Loan of March 3, 1863.....registered | 21,447,550 | 6 | Jan. & July. | 1881 | 118 | .. Bounty Loan, 1864..... | 4,379,540 | 5 | May & Nov. | 1894 | 99 1/2 |
| Loan of March 3, 1864 (5-20s).....registered | 2,292,000 | 6 | Jan. & July. | 1882 | 117 1/2 | .. Bounty Loan, 1864, \$282,600 stg..... | 4,000,744 | 5 | " | 1894 | ... |
| Loan of June 30, 1864 (5-20s).....registered | 32,434,850 | 6 | Jan. & Nov. | 1882 | 117 | .. War Loan (5-20), cur. 1866..... | 2,551,500 | 6 | Mar. & Sept. | 1896 | ... |
| Loan of March 3, 1865 (5-20s).....registered | 34,508,300 | 6 | Jan. & July. | 1881 | 118 | .. R. R. & Hoosac T. bonds, £1,448,700 stg. | 1,715,451 | 5 | April & Oct. | '88-'93 | ... |
| Loan of March 3, 1865 (5-20s).....coupon | 119,156,700 | 6 | Jan. & July. | 1881 | 119 1/2 | .. R. R. & Hoosac Tunnel bonds, dollar..... | 1,166,500 | 5 | " | '90-'93 | ... |
| 2d series (5-20s).....registered | 58,758,500 | 6 | May & Nov. | 1884 | 116 1/2 | .. Loan (B. H. & Erie R. R.) £743,600 stg. | 2,599,024 | 5 | Jan. & July. | 1900 | ... |
| 3d series (5-20s).....registered | 148,473,100 | 6 | May & Nov. | 1884 | 116 1/2 | Michigan—(\$2,332,293): | | | | | |
| 4th series (5-20s).....registered | 14,174,000 | 6 | May & Nov. | 1884 | 117 1/2 | .. Canal Bonds, 1859..... | 81,000 | 6 | Jan. & July. | 1879 | ... |
| Loan of March 3, 1864, (10-40s).....registered | 140,198,450 | 6 | Jan. & July. | 1885 | 115 1/2 | .. \$2,000,000 Loan Bonds, 1863..... | 445,000 | 6 | " | 1873 | ... |
| Consols of July 14, '70 & Jan. 20, '71, registered | 129,581,700 | 5 | Jan. & July. | 1885 | 117 1/2 | .. \$2,000,000 Loan Bonds, 1863..... | 431,000 | 6 | " | 1878 | 98 |
| Consols coupon | 70,418,300 | 5 | Jan. & July. | 1885 | 117 1/2 | .. \$2,000,000 Loan Bonds, 1863..... | 718,000 | 6 | " | 1883 | ... |
| Consols coupon | ..... | 4 1/2 | Jan. & July. | 1887 | 115 1/2 | .. Renewal Bonds, 1868..... | 463,000 | 7 | May & Nov. | 1890 | ... |
| Consols coupon | ..... | 4 1/2 | Jan. & July. | 1887 | 118 1/2 | .. Bounty (War) Bonds, 1865..... | 160,000 | 6 | Jan. & July. | 1878 | ... |
| Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.) | 14,000,000 | 3 | Jan. & July. | 1887 | 115 1/2 | Minnesota—(\$350,000): | | | | | |
| Navy Pension Fund of July 23, 1868, (cur.) | 678,000 | 4 | Jan. & July. | 1887 | 118 1/2 | .. Sioux War Bonds, 1862..... | 100,000 | 7 | May & Nov. | 1872 | ... |
| Certificates of Indebtedness 1870, (cur.) | 64,623,512 | 4 | Jan. & July. | 1887 | 118 1/2 | .. State Building Bonds, 1867-'68 and '69..... | 250,000 | 7 | Jan. & July. | '77-'79 | ... |
| Pacific R. R. Bonds, (currency) | 401,359,235 | nd. | Jan. & July. | 1887 | 118 1/2 | .. Railroad Bonds (suspended) 1868..... | 2,275,000 | ... | June & Dec. | 1883 | ... |
| U. S. Notes and Fractional Currency..... | ..... | nd. | Jan. & July. | 1887 | 118 1/2 | Missouri—(\$17,669,000): | | | | | |
| State Securities, interest dates. | | | | | | | | | | | |
| Alabama—(\$15,42,000): | | | | | | .. State Bonds, proper, 1865-'68..... | 439,000 | 6 | Jan. & July. | '82-'90 | 98 |
| .. Bonds (old and extended), 1866 and '72..... | 2,582,800 | 5 | May & Nov. | '86-'92 | 59 | .. Railroad Loans Bonds, 1854-'66..... | 1,589,000 | 6 | " | '87-'88 | ... |
| .. Bonds (new), 866, '68 and '72..... | 2,386,000 | 8 | Jan. & July. | '86-'92 | 59 1/2 | .. S. W. Br. of Pacific R. R. bonds, guar..... | 14,496,000 | 7 | " | '74-'90 | 98 1/2 |
| .. Railroad Aid Bonds, 1870 and '71..... | 2,620,000 | 8 | " | " | '90-'91 | .. State Bonds, funding, 1867-'68..... | 2,727,000 | 6 | " | '76-'91 | ... |
| .. Railroad Bonds endorsed, 1870 and '71..... | 13,600,000 | 8 | " | " | '90-'91 | Nevada—(\$660,000): | | | | | |
| Arkansas—(\$0,000,000): | | | | | | .. State Bonds, for floating debt..... | 660,000 | 10 | Mar. & Sept. | '72-'87 | ... |
| .. Funded Bonds, 1869 and 70..... | 2,580,000 | 6 | Jan. & July. | '89-'90 | 39 | New Hampshire—(\$2,405,400): | | | | | |
| .. Levee Bonds, 1871..... | 2,185,000 | 7 | " | " | 1901 | .. War Loan Bonds, July 1, 1861..... | 812,000 | 6 | Jan. & July. | '71-'78 | 95 1/2 |
| .. Deficiency Bonds, 1872..... | 300,000 | 7 | " | " | 1882 | .. War Loan Bonds, July 1, 1864..... | 600,000 | 6 | Mar. & Sept. | '84-'89 | 97 1/2 |
| .. Railroad Aid Bonds, 1869 '70 and '71..... | 5,465,000 | 7 | April & Oct. | '69-'91 | ... | .. War Loan Bonds, Oct. 1, 1866..... | 750,000 | 6 | April & Oct. | '72-'74 | 98 1/2 |
| California—(\$3,31,500): | | | | | | New Jersey—(\$2,896,200): | | | | | |
| .. Civil Bonds 1857 and '60..... | 2,108,000 | 7 | Jan. & July. | '77-'80 | 117 | .. War Loan Bonds, 1861, tax free..... | 1,200,000 | 6 | Jan. & July. | '73-'84 | 104 1/2 |
| .. Bounty and Relief Bonds, 1863 and '64..... | 554,500 | 7 | " | " | '83-'85 | .. War Loan Bonds, 1863, tax free..... | 1,002,000 | 6 | " | '86-'90 | ... |
| .. State Capital Bonds, 1871..... | 250,000 | 7 | " | " | 1891 | .. War Loan Bonds, 1864, tax free..... | 584,400 | 6 | " | '97-'02 | ... |
| Connecticut—(\$5,767,500): | | | | | | New York—(\$38,121,600): | | | | | |
| .. War Loan, July 1, 1861, (10-20s)..... | 706,700 | 6 | Jan. & July. | 1871 | ... | .. General Fund Stock..... | 900,000 | 5 | J. A. J. & O. | 1875 | ... |
| .. War Loan, Jan. 1863 and '64 (20s)..... | 2,386,000 | 6 | Jan. & July. | '86-'92 | 59 1/2 | .. General Fund Stock..... | 800,000 | 6 | " | 1878 | ... |
| .. War Loan, Oct. 1, 1864 (10-20s)..... | 935,500 | 6 | April & Oct. | 1874 | ... | .. General Fund Stock..... | 348,107 | 5 | " | plena. | ... |
| .. War Loan, Oct. 1, 1865 (20s) tax free..... | 1,741,100 | 6 | April & Oct. | 1885 | ... | .. General Fund Stock..... | 1,189,780 | 6 | " | plena. | ... |
| Florida—(\$7,783,865): | | | | | | .. Canal Stock..... | 1,106,420 | 6 | " | 1874 | ... |
| .. Convention Bonds 1868..... | 30,000 | 8 | April & Oct. | 1888 | ... | .. Canal Stock..... | 7,408,000 | 6 | " | '72-'73 | 112 |
| .. Bonds, 1868-'69..... | 191,000 | 7 | Various. | '88-'90 | ... | .. Canal Stock..... | 2,572,000 | 6 | " | '74-'75 | 106 |
| .. Bonds, 1871..... | 210,000 | 7 | Various. | 1901 | ... | .. Canal Stock..... | 880,000 | 6 | " | 1877 | ... |
| .. Loan to Jack, Pensa, & Mob. R.R., 1870..... | 4,000,000 | 8 | Jan. & July. | 1900 | ... | .. Bounty Loan Bonds, 1867, registered..... | 70,075,000 | 7 | Jan. & July. | 1877 | 105 |
| Georgia—(\$10,494,500): | | | | | | .. Bounty Loan Bonds, 1867, coupon..... | 1,872,000 | ... | " | 1877 | 105 |
| .. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48..... | 866,000 | 6 | Various. | 89 | ... | North Carolina—(\$29,900,045): | | | | | |
| .. Bonds for W. & Atl. R.R. 1842 and 1848..... | 276,500 | 7 | Various. | '83-'85 | ... | .. State (old) Bonds 1848 to 1860..... | 4,738,000 | 6 | Jan. & July. | '72-'92 | 26 |
| .. Bonds for Atl. & Gulf R.R. '55, '59, '60 & '61..... | 600,000 | 6 | Feb. & Aug. | '72-'74 | ... | .. State (old) Bonds 1848 to 1860..... | 3,639,000 | 6 | April & Oct. | '72-'92 | ... |
| .. Bonds for Atl. & Gulf R. R., 1866..... | 200,000 | 6 | Jan. & July. | '72-'74 | ... | .. State (new) Bonds, 1867 to 1870..... | 3,009,045 | 6 | Jan. & July. | '92-'98 | 16 1/2 |
| .. Bonds of Act of March 12, 1866..... | 3,900,000 | 7 | Jan. & July. | '72-'74 | ... | .. State (new) Bonds, 1867 to 1870..... | 1,839,000 | 6 | April & Oct. | '92-'98 | ... |
| .. Bonds of Act of Sept. and Oct. 1870..... | 4,880,000 | 7 | Various. | 1886 | 84 | .. Funding (Debt) Bonds, 1866..... | 2,417,400 | 6 | Jan. & July. | 1900 | 18 |
| .. Railroad endorsements, to July 1872..... | 12,000,000 | 7 | Various. | 1890 | 84 | .. Funding (Interest) Bonds 1866..... | 1,821,400 | 6 | April & Oct. | 1878 | 15 1/2 |
| Illinois—(\$2,133,634): | | | | | | .. Special Tax Bonds..... | 11,407,000 | 6 | " | '98-'99 | 13 |
| .. Interest Bonds, inscribed stock, 1847..... | 971,534 | 6 | Jan. & July. | 1878 | ... | Ohio—(\$9,022,721): | | | | | |
| .. Refunded Stock Bonds, 1859..... | 348,000 | 6 | " | " | 1878 | .. Loan of 1860 Bonds, skg f'd..... | 882,894 | 6 | Jan. & July. | 1870 | ... |
| .. Thornton Loan Bonds, 1861..... | 102,000 | 6 | " | " | '77-'78 | .. Loan of 1860 Bonds, skg f'd..... | 1,600,000 | 6 | " | 1875 | 99 |
| .. War Loan Bonds, 1861..... | 417,000 | 6 | " | " | 1880 | .. Loan of 1860 Bonds, skg f'd..... | 1,496,309 | 6 | " | 1881 | 105 |
| .. Chicago Relief Bonds, 1871..... | 250,000 | 6 | May & Nov. | 1880 | ... | .. Loan of 1860 Bonds, skg f'd..... | 2,400,000 | 6 | " | 1886 | 106 |
| Kansas—(\$1,336,675): | | | | | | Oregon—(\$20,627): | | | | | |
| .. State Bonds (various) 1863 to 1864..... | 110,075 | 6 | an. & July. | 1881 | ... | .. Bounty and Relief Bonds of 1864..... | 90,527 | 7 | Jan. & July. | '74-'80 | ... |
| .. State Bonds (various) 1861 to 1869..... | 1,226,000 | 7 | " | " | '83-'84 | .. Willamette Canal & Lock Bonds of 1870 | 200,000 | 7 | " | 1890 | ... |
| Kentucky—(\$2,750,510): | | | | | | Pennsylvania—(\$24,272,956): | | | | | |
| .. State Bonds 1833 and '43..... | 160,000 | 5 | Mar. & Sept. | 1873 | ... | .. Loan of Feb. 1867 (5-10s)..... | 92,850 | 5 | Feb. & Aug. | '72-'77 | ... |
| .. State Bonds, 1840 to 1851..... | 683,000 | 6 | April & Oct. | 1873 | ... | .. Loan of Feb. 1867 (5-10s)..... | 3,785,550 | 6 | " | '72-'77 | 101 |
| .. Military Bonds, 1864 (15 or 30 yrs)..... | 309,000 | 6 | Various. | 71-'72 | ... | .. Loan of Feb. 1867 (5-10s)..... | 90,400 | 6 | " | '77-'82 | 102 1/2 |
| Louisiana—(\$21,214,800): | | | | | | .. Loan of Feb. 1867 (10-15s)..... | 7,890,550 | 6 | " | '72-'92 | 106 |
| .. State Bonds, to R. R. Co's, 1840 to 1866..... | 1,830,000 | 6 | Various. | 93-'96 | 50 | .. Loan of Feb. 1867 (15-25s)..... | 723,950 | 6 | " | '82-'92 | 106 |
| .. Deficiency (Treasury) Bonds 1853..... | 750,000 | 6 | Jan. & July. | '86-'88 | ... | .. Loan of Feb. 1867 (15-25s)..... | 9,271,850 | 6 | " | '82-'92 | 106 |
| .. Funded coupons (new) 1866-'68..... | 997,000 | 6 | " | " | 1907 | .. Inclined Plane Loan, of April 1849..... | 400,000 | 6 | April & Oct. | 1879 | ... |
| .. Levee Bonds 1867..... | 4,000,000 | 6 | May & Nov. | 1886 | ... | .. State Stocks (old)..... | 1,997,050 | 6 | Feb. & Aug. | 1871 | ... |
| 1868..... | 1,000,000 | 8 | Various. | 1875 | ... | (old)..... | ..... | 5 | " | '77-'78 | ... |
| 1870..... | 3,000,000 | 8 | Mar. & Sept. | 1910 | ... | (old)..... | ..... | 4 1/2 | Jan. & July. | 1882 | ... |
| .. Funded Floating Debt 1870..... | 3,000,000 | 8 | May & Nov. | 1899 | ... | Rhode Island—(\$2,770,000): | | | | | |
| .. Penitentiary Bonds, 1869..... | 500,000 | 7 | Mar. & Sept. | 10-'11 | ... | .. War Bonds of Aug. 1862..... | 1,049,000 | 6 | Mar. & Sept. | 1882 | 99 1/2 |
| .. State B'd N.O., Mob. & Chat. R.R. '70, '71..... | 3,250,000 | 8 | Jan. & July. | 1906 | ... | of Jan. 1863..... | 200,000 | 6 | April & Oct. | 1898 | ... |
| .. Redemption (certificates) Bonds 1866..... | 250,000 | 6 | " | " | 1889 | of June 1863..... | 602,000 | 6 | Jan. & July. | 1893 | ... |
| .. Int. (Mss. & Mex. G. S. Can.) Bonds 1869 | 480,000 | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---------------------------------------|------------|-------|-------------------|---------------|--------|---------|---------------------------------------|-------------|-------|-------------------|---------------|---------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Adirondack: | | | | | | | Brunswick and Albany: | | | | | | |
| 1st Mortgage..... | \$930,000 | 7 | Jan. & July. | New York. | 1886 | .... | 1st Mort.(gold)end. by Ga.tax fr. | \$3,630,000 | 6 | April & Oct. | New York. | 1898 | .... |
| Alabama Central: | | | | | | | 2d Mort. sinking fund gold..... | 2,350,000 | 7* | " " | " " | 1893 | .... |
| 1st Mortgage..... | 1,500,000 | 8 | Jan. & July. | New York. | 1901 | .... | Buffalo, Bradford and Pittsburg: | | | | | | |
| Alabama and Chattanooga: | | | | | | | General Mortgage..... | \$80,000 | 7 | Jan. & July. | New York. | 1896 | .... |
| 1st Mortgage, guar. by Ala..... | 16,000pm | 8* | Jan. & July. | New York. | 1889 | .... | Buffalo, Corry and Pittsburg: | | | | | | |
| 2d Mortgage..... | 9,000pm | 8 | " " | " " | 1889 | .... | 1st Mortgage..... | 700,000 | 7 | March & Sept. | New York. | 1886 | .... |
| Alabama and Georgia: | | | | | | | Buffalo, New York and Erie: | | | | | | |
| 1st Mortgage, guar. by Ala. & Ga. | 16,000pm | 8 | Jan. & July. | New York. | 1891 | .... | 1st Mortgage..... | 2,000,000 | 7 | June & Dec. | New York. | 1877 | 92 |
| Albany and Susquehanna: | | | | | | | Buffalo, New York & Phila.: | | | | | | |
| 1st Mortgage..... | 1,600,000 | 7 | Jan. & July. | New York. | 1888 | 98 1/2 | 1st Mortgage..... | 3,000,000 | 6 | Jan. & July. | New York. | 1896 | .... |
| 2d Mortgage..... | 2,000,000 | 7 | April & Oct. | " " | 1885 | 95 1/2 | Burlington, Cedar Rapids & Minn.: | | | | | | |
| 3d Mortgage..... | 399,000 | 7 | May & Nov. | " " | 1881 | 92 1/2 | 1st Mortgage coin or stg skg Pd.. | 20,000pm | 7* | May & Nov. | N. Y. & Lond. | 1899 | 88 1/2 |
| Albany Loan..... | 1,000,000 | 6 | " " | Albany. | 1895 | .... | Burlington and Missouri River: | | | | | | |
| Alexandria and Fredericksburg: | | | | | | | Land and R. R. Mortgage..... | 5,058,350 | 7 | April & Oct. | Boston. | 1893 | 94 1/2 |
| 1st Mortgage..... | 1,000,000 | 7 | June & Dec. | New York. | 1896 | .... | Stock Bonds pref. 2d lien..... | 600,000 | 8 | Jan. & July. | " " | 1875 | .... |
| Allegheny Valley: | | | | | | | Stock Bonds pref. 3d lien..... | 1,200,000 | 8 | " " | " " | 1878 | 105 |
| General Mortgage..... | 4,000,000 | 7.3 | Jan. & July. | New York. | 1896 | 96 1/2 | Stock (common) Bonds..... | 890,000 | 8 | April & Oct. | " " | 1879 | 97 1/2 |
| Special Mortgage to Penn..... | 3,500,000 | 5 | " " | Harrisburg. | 87 1/2 | .... | Stock (common) Bonds..... | 899,500 | 8 | Jan. & July. | " " | 1894 | 98 1/2 |
| Androscongin: | | | | | | | Stock (common) Bonds..... | 1,377,840 | 8 | " " | " " | 1889 | .... |
| 1st Mortgage (Bath Loan)..... | 425,000 | 6 | Jan. & July. | Bath, Me. | 1891 | .... | Burlington & Mo. Riv. in Neb.: | | | | | | |
| Arkansas Central (narrow gauge): | | | | | | | 1st Mortgage convertible..... | 5,557,971 | 8 | Jan. & July. | Boston. | 1894 | 95 1/2 |
| 1st Mortgage..... | 8,000pm | 8* | Jan. & July. | New York. | 1891 | 70 | Burlington and Southwestern: | | | | | | |
| Atchison and Nebraska: | | | | | | | 1st Mortgage..... | 20,000pm | 8 | May & Nov. | Boston. | 1895 | 50 |
| 1st Mortgage..... | 3,500,000 | 8 | Jan. & July. | Boston. | 1891 | .... | Cairo and Fulton (Arkansas): | | | | | | |
| Atchison, Topeka and Santa Fe: | | | | | | | 1st Mort. (R.R. & lands) S.F. gold | 8,000,000 | 7* | Jan. & July. | New York. | 1891 | 90 |
| 1st Mortgage (gold)..... | 15,000pm | 7* | Jan. & July. | Boston. | 1899 | 87 1/2 | Cairo and St. Louis (3 ft. gauge): | | | | | | |
| Land Grant Mortgage (gold)..... | 7,500pm | 7* | April & Oct. | " " | 1902 | .... | 1st Mortgage..... | 2,250,000 | 7 | April & Oct. | New York. | 1901 | .... |
| Atlanta and Richmond Air Line: | | | | | | | Cairo and Vincennes: | | | | | | |
| 1st Mortgage (guar. by Ga.)..... | 16,000pm | 8 | Jan. & July. | New York. | 1900 | 88 1/2 | 1st Mortgage, gold..... | 3,500,000 | 7* | April & Oct. | New York. | 1901 | .... |
| Atlantic and Great Western: | | | | | | | California Pacific: | | | | | | |
| 1st Mortgage (gold)..... | 18,000,000 | 7* | Jan. & July. | London. | 1902 | .... | 1st Mortgage, sinking fund..... | 2,250,000 | 7* | Jan. & July. | New York. | 1889 | .... |
| 2d Mortgage (gold)..... | 12,000,000 | 7* | March & Sept. | " " | 1902 | .... | Camden and Atlantic: | | | | | | |
| 3d Mortgage (gold) Income..... | 29,000,000 | 7* | May & Nov. | " " | 1902 | .... | 2d Mortgage of 1854..... | 500,000 | 7 | April & Oct. | Camden. | 1879 | 94 |
| Atlantic and Gulf: | | | | | | | Camden and Burlington County: | | | | | | |
| Consolidated (285 m.) free U. S. tax | 2,000,000 | 7 | Jan. & July. | New York. | 1897 | .... | Consolidated 1st Mortgage..... | 388,000 | 6 | Feb. & Aug. | Philadelphia. | '70-'97 | 89 |
| Sectional (S.A. & G.R.R.) bonds | 310,000 | 7 | " " | " " | var. | .... | Canada, Michigan and Chicago: | | | | | | |
| 1st Mortgage (S. Ga. & Fla. R.R.) | 484,000 | 7 | May & Nov. | " " | 1888 | .... | 1st Mort. (skg fd) for \$2,750,000.. | ..... | 7 | " " | New York. | .... | .... |
| 2d Mortgage (S. Ga. & Fla. R.R.) | 200,000 | 7 | " " | " " | 1889 | .... | Canada Southern: | | | | | | |
| Atlantic and Lake Erie: | | | | | | | 1st Mort (skg fd) g'd for \$9,000,000 | 8,700,000 | 7* | Jan. & July. | N. Y. L. & F. | 1906 | 90 |
| 1st Mort. (gold) for \$5,000,000... | ..... | 7* | Jan. & July. | New York. | 1901 | .... | Carthage & Burlington (C.B. & Q.): | | | | | | |
| Atlantic, Miss. and Ohio (428 m.): | | | | | | | 1st Mortgage guar. and tax free.. | 600,000 | 8 | May & Nov. | New York. | 1879 | .... |
| 1st Mortgage for \$15,000,000..... | ..... | 7 | Jan. & July. | New York. | 1901 | .... | Catawissa: | | | | | | |
| Atlantic and North Carolina: | | | | | | | 1st Mortgage (old)..... | 230,000 | 7 | Feb. & Aug. | Philadelphia. | 1882 | .... |
| 1st Mortgage..... | 200,000 | 8 | Jan. & July. | New York. | 1873 | .... | 1st Mortgage (new)..... | 1,300,000 | 7 | " " | " " | 1900 | 100 1/2 |
| Atlantic and Pacific: | | | | | | | Chattell Mortgage..... | 168,350 | 5 | " " | " " | '80-'89 | 61 |
| Land Mortgage gold bonds..... | 3,000,000 | 6* | Jan. & July. | New York. | 1888 | .... | Cazenovia and Canastota: | | | | | | |
| 1st Mort. (So. Pac. R.R.) gold b'ds | 7,250,000 | 6* | " " | " " | 1888 | .... | 1st Mortgage, gold..... | 250,000 | 7 | Feb. & Aug. | New York. | 1890 | .... |
| Atlantic and St. Lawrence: | | | | | | | Cedar Falls and Minnesota (H.C.): | | | | | | |
| 1st Mortgage (sterling) of 1855... | 484,000 | 6* | May & Nov. | London. | 1878 | .... | 1st Mort. (C. P. to Waverly)..... | 294,000 | 7 | April & Oct. | New York. | 1884 | 81 1/2 |
| 2d Mortgage (sterling) of 1864... | 1,499,966 | 6* | April & Oct. | " " | 1884 | .... | 1st Mort. (W. to Minn. Line)... | 1,377,000 | 7 | Jan. & July. | " " | 1907 | 78 1/2 |
| 3d Mortgage (sterling) of 1871... | 712,932 | 6* | May & Nov. | " " | 1891 | .... | Cedar Rapids & Mo. Riv. (C. & N.W.): | | | | | | |
| Bald Eagle Valley: | | | | | | | 1st Mortgage, 1st Div. \$10,000pm | 700,000 | 7 | Feb. & Aug. | New York. | 1891 | 87 |
| 1st Mortgage..... | 371,200 | 6 | Jan. & July. | Philadelphia. | 1881 | .... | 1st Mortgage 2d Div. \$10,000 p.m. | 582,000 | 7 | " " | " " | 1894 | 87 1/2 |
| 2d Mortgage..... | 100,000 | 7 | " " | " " | 1884 | .... | 1st Mortgage 3d Div. \$16,000 p.m. | 2,332,000 | 7 | May & Nov. | " " | 1910 | 84 1/2 |
| Baltimore and Ohio: | | | | | | | Central Branch Union Pacific: | | | | | | |
| Loan of 1856 '75..... | 863,250 | 6 | Jan. & July. | Baltimore. | 1875 | 99 | 1st Mort. (Atch. & Pike's Peak): | 1,600,000 | 6* | May & Nov. | New York. | 1895 | .... |
| Loan of 1856-70..... | 579,500 | 6 | " " | " " | 1880 | 99 | 2d Mortgage Govern't subsidy. | 1,600,000 | 6 | Jan. & July. | " " | 1895 | .... |
| Loan of 1853-75..... | 1,710,500 | 6 | April & Oct. | " " | 1885 | 97 | Central of Georgia: | | | | | | |
| Loan of 1856-90 (Balt.) skg fd.. | 3,645,683 | 6 | Jan. & July. | " " | 1890 | .... | 1st Mortgage..... | 789,000 | 7 | March & Sept. | New York. | 1875 | .... |
| Loan of 1870-95 (Atg.) skg fund. | 3,788,752 | 6 | March & Sept. | London. | 1895 | .... | Central of Iowa: | | | | | | |
| 2d Mort. (N.W. Va. R.R.) assumed | 485,500 | 6 | Jan. & July. | Baltimore. | 1873 | 100 | 1st Mortgage, gold, \$16,000 p.m. | 3,248,000 | 7* | Jan. & July. | New York. | 1899 | .... |
| 3d Mort. (N.W. Va. R.R.) assumed | 140,000 | 6 | " " | " " | 1885 | 92 | 2d Mortgage, gold, \$4,000 p.m. | 812,000 | 7* | April & Oct. | " " | 1901 | .... |
| Baltimore and Potomac: | | | | | | | Central of New Jersey: | | | | | | |
| 1st Mort. (Tunnel) gold guar.... | 1,500,000 | 6* | Jan. & July. | Baltimore. | 1911 | .... | 2d (now 1st) Mortgage (balance) | 174,000 | 7 | May & Nov. | New York. | 1875 | 100 |
| 1st Mortgage (R. R.) gold guar.... | 3,500,000 | 6* | Jan. & Oct. | " " | 1911 | .... | Convertible bonds of 1872..... | 1,725,000 | 7 | " " | " " | 1902 | .... |
| Bangor and Piscataquis: | | | | | | | New Mortgage for \$5,000,000... | 5,000,000 | 7 | Feb. & Aug. | " " | 1890 | 107 1/2 |
| 1st Mortgage (Bangor loan)..... | 600,000 | 6 | April & Oct. | Bangor. | 1899 | .... | Loan of Lehigh & Nav. Co. (asu'd) | 2,310,000 | 6 | J. A. & J. O. | Philadelphia. | 1897 | .... |
| 1st Mort. (Bangor loan) extens'n | 122,000 | 7 | " " | " " | 1901 | .... | Central Ohio (B. & O.): | | | | | | |
| 1st Mort. guar. by F. & P. M. Co. | 100,000 | 10 | Jan. & July. | Detroit. | 1886 | .... | 1st Mortgage guaranteed..... | 2,600,000 | 6 | March & Sept. | Baltimore. | 1890 | 89 1/2 |
| Bedford and Bridgeport: | | | | | | | Central Pacific of California: | | | | | | |
| 1st Mortgage..... | 500,000 | 8 | April & Oct. | Philadelphia. | 1891 | .... | 1st Mortgage, 30 years bonds, gold | 25,885,000 | 6* | Jan. & July. | New York. | '95-'99 | 100 1/2 |
| Belfast and Moosehead Lake: | | | | | | | Convertible 20 years bonds, gold | 1,500,000 | 7* | " " | " " | 1883 | 100 |
| 1st Mortgage (gold)..... | 150,000 | 6 | May & Nov. | Portland. | 1890 | .... | State Aid B'ds (Int. by State) gold | 1,600,000 | 7* | " " | " " | 1885 | 111 |
| Bellville and Southern Illinois: | | | | | | | 1st Mort. (Western Pacific) gold | 2,735,000 | 6* | " " | " " | 1899 | .... |
| 1st Mort., guar. by St. L. & T. H. | 1,100,000 | 8 | April & Oct. | New York. | 1896 | 96 | 1st Mort. (Calif. & Oregon) gold | 6,000,000 | 6* | " " | " " | '89-'91 | .... |
| Beloit and Madison (C. & N.W.): | | | | | | | 1st Mort. (S. Fr. Okid & Ala.)... | 1,500,000 | 8* | " " | San Francisco | 1890 | .... |
| 1st Mortgage..... | 333,000 | 7 | Jan. & July. | New York. | 1888 | .... | 1st Mort. (San Joaquin V.D.) gold | 6,000,000 | 6* | April & Oct. | New York. | 1900 | .... |
| Belvidere Delaware: | | | | | | | Land bonds (Cen. Pac. Co.) gold | 9,163,000 | 6* | " " | " " | 1900 | .... |
| 1st Mortgage (guar. by U. & C.) | 1,000,000 | 6 | June & Dec. | New York. | 1877 | 92 | Charleston and Savannah: | | | | | | |
| 2d Mortgage (A. Co. and) | 492,500 | 6 | March & Sept. | Princeton. | 1885 | 84 | 1st Mortgage guar. by S. Car.... | 605,000 | 6 | March & Sept. | Charleston. | 1877 | .... |
| 3d Mortgage (Penn. R. R. Co.) | 745,000 | 6 | Feb. & Aug. | " " | 1887 | 81 1/2 | Funded Interest on 1st Mort.... | 157,400 | 7 | " " | " " | 1889 | .... |
| Blue Ridge (S. Car.): | | | | | | | Charlotte, Columbia & Augusta: | | | | | | |
| 1st Mortgage guar. by State, gold | 4,000,000 | 7* | Jan. & July. | Charleston. | 1898 | .... | 1st Mortgage..... | 2,100,000 | 7 | Jan. & July. | New York. | 1895 | .... |
| Boston and Albany: | | | | | | | Chartiers: | | | | | | |
| Currency bonds of Feb. 1, 1872. | 3,000,000 | 7 | Feb. & Aug. | Boston. | 1892 | 104 1/2 | 1st Mort., guar. by Penna..... | 400,000 | 7 | April & Oct. | Philadelphia. | 1901 | .... |
| Boston, Clinton and Fitchburg: | | | | | | | Cheraw and Darlington: | | | | | | |
| 1st Mortgage (Agricultural Br.)... | 400,000 | 6 | Jan. & July. | Boston. | 1884 | 82 | 1st Mortgage dated Jan. 1, 1871. | 150,000 | 8 | April & Oct. | Charleston. | 1888 | .... |
| 1st Mortgage (Equalization)..... | 248,000 | 7 | " " | " " | 1889 | 90 1/2 | 2d Mortgage dated Jan. 1, 1869. | 75,000 | 7 | Jan. & July. | " " | 1888 | .... |
| 1st Mortgage (Consolidated)..... | 163,000 | 7 | " " | " " | 1890 | 90 1/2 | 1st Mortgage for \$250,000..... | ..... | 8 | Jan. & July. | Charleston. | 1891 | .... |
| Equipment Mortgage..... | 100,000 | 8 | April & Oct. | " " | 1881 | 95 | Cherokee: | | | | | | |
| Boston, Concord and Montreal: | | | | | | | 1st Mort. guar. by Ga. \$12,500 p.m. | ..... | 7 | June & Dec. | Atlanta. | 1891 | .... |
| Sinking Fund (consolidated)..... | 624,000 | 6 | Jan. & July. | Boston. | 1889 | 93 | Cherry Valley, Sharon & Albany: | | | | | | |
| 1st Mortgage (T. M.)..... | 74,000 | 6 | Feb. & Aug. | New York. | 1865 | .... | 1st Mort. con. guar. by A. & S. Co. | 300,000 | 7 | June & Dec. | New York. | 1899 | .... |
| 1st Mortgage (22 1/2 m.) convertible | 150,000 | 6 | Jan. & July. | Boston. | 1870 | .... | Chesapeake and Ohio: | | | | | | |
| 1st Mortgage (22 1/2 m.)..... | 200,000 | 7 | " " | New York. | 1870 | .... | 1st M. (gold) skg fd for \$15,000,000 | 10,000,000 | 6* | May & Nov. | New York. | 1899 | 90 |
| Boston, Hartford and Erie: | | | | | | | 1st Mort. (Va. Cen.) guar. by Va. | 100,000 | 6 | Jan. & July. | " " | 1884 | 314 |
| 1st Mortgage (old)..... | 660,000 | 7 | March & Sept. | Boston. | 1884 | 32 | 3d Mort. (") coupon..... | 918,000 | 6 | " " | " " | 1876 | 90 1/2 |
| 1st Mortgage (Berkell)..... | 15,000,000 | 7 | Jan. & July. | " " | 1899 | 50 | Income (") coupon..... | 300,000 | 8 | " " | " " | 1877 | .... |
| 1st Mortgage, guar. by Erie..... | 6,000,000 | 7* | " " | New York. | 1899 | 50 | Funded Interest, coupon..... | 100,500 | 8 | " " | " " | .... | .... |
| Mass. L. (guar'd by \$1,000,000 Ben.) | 3,000,000 | 7* | " " | " " | 1899 | .... | Cooper bonds (no Mort.)..... | 809,400 | 6 | Jan. & July. | Boston. | '75-'80 | 95 1/2 |
| Boston and Lowell: | | | | | | | Chester Creek: | | | | | | |
| 1st Mortgage..... | 200,000 | 8 | April & Oct. | Boston. | 1879 | 95 | 1st Mortgage guar. by F.W. & B. | 185,000 | 6 | Jan. & July. | Philadelphia | 1903 |</ |

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

879

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|-------------|-------|-------------------|---------------|------|--------|---------------------------------------|------------|-------|-------------------|---------------|----------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Chester & Chicago Br. Junction: | | | | | | | Cinc. & Indiana (Ind. C. & La.F.): | | | | | | |
| 1st Mort. for \$1,000,000 skg fund | \$1,000,000 | 10 | May & Nov. | St. Louis. | 1877 | .... | 1st Mortgage guaranteed..... | \$500,000 | 7 | June & Dec. | New York. | 1892 | .... |
| Chester and Tamaroa: | | | | | | | 2d Mortgage guaranteed..... | 1,500,000 | 7 | Jan. & July. | " | " | 77-87 |
| 1st Mortgage..... | 600,000 | 7* | May & Nov. | New York. | 1901 | .... | Cinc. Richmond & Fort Wayne: | | | | | | |
| Chester Valley: | | | | | | | 1st Mortgage gold, guar..... | 1,800,000 | 7* | June & Dec. | New York. | 1921 | .... |
| 1st Mortgage (in default)..... | 500,000 | 7 | May & Nov. | Philadelphia. | 1872 | .... | Cincinnati, Sandusky and Clev.: | | | | | | |
| Chicago and Alton: | | | | | | | 1st Mortgage (C. S. & C.)..... | 1,067,421 | 7 | June & Dec. | New York. | 1880 | 80 |
| 1st Mortgage, pref. sinking fund. | 256,000 | 7 | May & Nov. | New York. | 1877 | 102 | 1st Mort. (San. Day. & Cin.) S.F. | 988,000 | 6 | Feb. & Aug. | Boston. | 1900 | 77 |
| 1st Mortgage..... | 2,400,000 | 7 | Jan. & July. | " | 1893 | 104 | 1st Mort. (San. City and Ind.).. | 350,000 | 7 | March & Sept. | " | 1877 | 89 |
| 2d Mortgage Income..... | 1,100,000 | 7 | April & Oct. | " | 1883 | 94 | Cincinnati and Springfield: | | | | | | |
| 1st Mort. (St. L. & C.) assumed | 564,000 | 7 | " | " | 1894 | 91 | 1st Mortgage for \$2,000,000 (guar) | ..... | 7 | April & Oct. | New York. | 1901 | .... |
| 2d Mort. ("") | 188,000 | 7 | Jan. & July. | " | 1898 | .... | Cincinnati and Terre Haute: | | | | | | |
| Chicago, Burlington and Quincy: | | | | | | | 1st Mort. (Ind. Div.) for \$6,000,000 | ..... | 7 | " | New York. | 1901 | .... |
| Trust Mortgage skg fund..... | 2,592,000 | 8 | Jan. & July. | New York. | 1883 | 110 | Cincinnati, Wabash and Mich.: | | | | | | |
| Trust Mortgage, skg fund conv. | 150,000 | 8 | " | " | 1883 | .... | 1st Mortgage for \$16,000 p. m. | ..... | 7 | Jan. & July. | New York. | 1891 | .... |
| Trust Mortgage (Burl. to Peoria) | 980,000 | 7 | April & Oct. | " | 1890 | .... | Clev., Col., Cin. & Indianapolis: | | | | | | |
| 2d Mort. (Northern Cross) gold.. | 941,000 | 4 | July. | Frankfort. | 1890 | .... | 1st Mortgage sinking fund..... | 2,214,000 | 7 | May & Nov. | New York. | 1899 | 103 |
| Loan of 1872..... | 6,938,225 | 7 | Jan. & July. | Boston. | 1896 | 95 | 1st Mort. (C. C. and C. R. R.).. | 272,000 | 7 | June & Dec. | " | " | 73-84 |
| 1st Mort. (Am. Cen. R.R.) guar. | 736,000 | 8 | " | New York. | 1878 | .... | 1st Mort. (Bell. and Ind. R.R.).. | 514,000 | 7 | Jan. & July. | " | " | 1895 |
| 1st Mort. (Peo. & Han.) guar..... | 600,000 | 8 | " | " | 1878 | .... | Clev. & Mahoning (A. & Gt. Wm.): | | | | | | |
| 1st Mort. (Keok. & St. Paul) guar. | 1,000,000 | 8 | April & Oct. | " | 1879 | .... | 1st Mortgage 1883..... | 650,000 | 7 | Feb. & Aug. | New York. | 1873 | .... |
| 1st Mort. (Dix. Peo. & Han.) guar | 800,000 | 8 | Jan. & July. | " | 1889 | 96 | 3d Mortgage (sinking fund) 1886 | 487,900 | 8 | March & Sept. | " | " | 1876 |
| 1st Mort. (Car. & Burl.) guar..... | 600,000 | 8 | May & Nov. | " | 1879 | .... | 1st Mort. (Branch) 1863..... | 71,000 | 7 | Jan. & July. | " | " | 1873 |
| 1st Mort. (Quincy & War.) guar. | 800,000 | 8 | Jan. & July. | " | 1890 | 97 | Clev., Mt. Vernon and Delaware: | | | | | | |
| 1st Mort. (O. O. & Fox Rv.) guar. | 1,200,000 | 8 | " | " | 1900 | 94 | 1st Mortgage gold..... | 1,500,000 | 7* | Jan. & July. | New York. | 1900 | .... |
| 1st Mort. (Ill. Gr. Trunk) guar. | 900,000 | 8 | April & Oct. | " | 1890 | 97 | Cleveland and Pittsburg (Pa. Co.): | | | | | | |
| Chicago, Cincinnati and Louisv.: | | | | | | | 2d (now 1st) Mortgage guar..... | 790,500 | 7 | March & Sept. | New York. | 1873 | 102 |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1887 | .... | 3d (now 2d) Mortgage guar..... | 1,358,000 | 7 | May & Nov. | " | " | 1875 |
| Chicago, Clinton & Dubuque: | | | | | | | 4th (now 3d) Mortgage guar..... | 1,098,000 | 6 | Jan. & July. | " | " | 1892 |
| 1st Mort. guar. C. B. & Q..... | 1,300,000 | 8 | Jan. & July. | Boston. | 1890 | 80 | Consol. sinking fund guar..... | 528,000 | 7 | May & Nov. | " | " | 1900 |
| Chicago, Danville and Vincennes: | | | | | | | Colebrookdale: | | | | | | |
| 1st Mortgage (Ill. Div.) gold.... | 2,500,000 | 7* | April & Oct. | New York. | 1909 | 90 | 1st Mort. guar. by Ph. and Rdg. | 584,700 | 6 | June & Dec. | Philadelphia. | 1893 | .... |
| 1st Mortgage (Ind. Div.) gold.... | 1,500,000 | 7* | " | " | 1912 | 90 | Colorado Central (3 ft. gauge): | | | | | | |
| Chicago, Dubuque & Minnesota: | | | | | | | 1st Mortgage..... | 225,000 | 8 | June & Dec. | Boston. | 1890 | .... |
| 1st Mortgage guar. \$25,000 p. m. | 4,100,000 | 8 | June & Dec. | Boston. | 1896 | 78 | Columbus, Chicago & Ind. Cent.: | | | | | | |
| Chicago and Illinois Southern: | | | | | | | 1st Mortgage Consol. skg fund.. | 15,344,750 | 7 | April & Oct. | New York. | 1908 | 89 |
| 1st Mortgage for \$19,000 p. m... | ..... | 8 | March & Sept. | New York. | 1900 | .... | 2d Mortgage Consol. skg fund.. | 3,678,900 | 7 | Feb. & Aug. | " | " | 1909 |
| Chicago and Iowa: | | | | | | | Columbus, Springfield and Cin.: | | | | | | |
| 1st Mortgage for \$2,200,000..... | 1,750,000 | 8 | Jan. & July. | New York. | 1900 | 96 | 1st M. (assumed by Cinn. S. & C.) | 1,000,000 | 7 | March & Sept. | New York. | 1901 | .... |
| Chicago, Iowa and Nebraska: | | | | | | | Columbus and Hocking Valley: | | | | | | |
| 2d Mort. (now 1st) guar. C. & N.W. | 592,000 | 7 | Jan. & July. | Boston. | 1880 | .... | 1st Mortgage skg fund..... | 1,500,000 | 7 | April & Oct. | New York. | 1897 | .... |
| 3d Mort. (now 2d) guar. C. & N.W. | 218,000 | 7 | Feb. & Aug. | New York. | 1892 | .... | 1st Mortgage (Branch)..... | 200,000 | 7 | Jan. & July. | " | " | 1880 |
| Chicago and Northwestern: | | | | | | | General Mortgage..... | 1,000,000 | 7 | April & Oct. | " | " | 1891 |
| Preferred sinking fund (193 m.). | 1,245,500 | 7 | Feb. & Aug. | New York. | 1885 | 99 | Columbus and Xenia: | | | | | | |
| Funded coupons (193 m.)..... | 755,000 | 7 | May & Nov. | " | 1883 | 95 | 1st Mortgage, guar. by Pa. Co... | 302,000 | 6 | March & Sept. | New York. | 1850 | .... |
| General 1st Mortgage (193 m.).. | 3,588,000 | 7 | Feb. & Aug. | " | 1885 | 101 | Connecticut and Passumpsic Riv.: | | | | | | |
| Appleton Ext. (23 m. & 76,000 ac.) | 182,000 | 7 | " | " | 1885 | .... | 1st Mortgage sinking fund..... | 448,100 | 6 | June & Dec. | Boston. | 1876 | 16 |
| Green Bay Ext. (26in & 76,000 a.) | 300,000 | 7 | " | " | 1885 | .... | Notes payable, conv. at par.... | 594,000 | 7 | " | " | " | 1876 |
| Equipm't (Engs. & Cars \$400,000) | 101,000 | 7 | April & Oct. | " | 1874 | 103 | 1st Mort. (Massawippi) guar. gold | 400,000 | 6* | Jan. & July. | " | " | 1889 |
| 1st Mort. (Gal. & Chic. 248 m.).. | 1,785,000 | 7 | Feb. & Aug. | " | 1882 | 99 | Connecticut River: | | | | | | |
| 2d Mort. (Gal. & Chic. 248 m.).. | 948,000 | 7 | May & Nov. | " | 1875 | .... | 1st Mortgage skg fund..... | 250,000 | 7 | March & Sept. | Boston. | 1878 | .... |
| Miss. Riv. Bridge ("")..... | 200,000 | 7 | Jan. & July. | " | 1884 | .... | Connecticut Valley: | | | | | | |
| Elgin & State Line ("")..... | 135,000 | 7 | " | " | 1878 | .... | 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1901 | .... |
| 1st Mort. (Peninsula 79m. & land) | 767,000 | 7 | March & Sept. | " | 1898 | 95 | Connecticut Western: | | | | | | |
| Consol. skg fund (C. & N. W. R'y) | 2,530,000 | 7 | F. M. A. & N. | " | 1915 | 94 | 1st Mortgage for \$2,500,000..... | 2,008,500 | 7 | Jan. & July. | Hartford. | 1890 | .... |
| Equipm't (Eng & Cars \$2,750,000) | 276,000 | 10 | May & Nov. | " | 1871 | .... | Connecting (Philadelphia): | | | | | | |
| 1st Mort. (Madison Exten.) gold. | 3,150,000 | 7* | " | " | 1911 | .... | 1st Mort. ABCD & E \$200,000 each | 1,000,000 | 6 | March & Sept. | Philadelphia. | 1.2.3.4. | |
| 1st Mort. (Menominee Ext.) gold | 2,700,000 | 7* | June & Dec. | " | 1911 | .... | Cooperstown and Susq. Valley: | | | | | | |
| 1st Mort. (Chi. & Mil. R.R.) guar. | 597,000 | 7 | May & Nov. | " | 1874 | 95 | 1st Mortgage..... | 100,000 | 7 | March & Sept. | New York. | 1889 | .... |
| 2d Mort. (Mil. & Chi. R. R.) guar. | 182,000 | 7 | Feb. & Aug. | " | 1874 | .... | Cowanesque Valley: | | | | | | |
| 3d Mort. ("") guar..... | 10,500 | 7 | June & Dec. | " | 1898 | 93 | 1st Mortgage gold..... | 160,000 | 7* | Jan. & July. | New York. | 1902 | .... |
| 1st Mort. (Chi. & Mil. R. W.) guar | 1,135,000 | 7 | Jan. & July. | " | 1898 | .... | Cumberl'd & Penn. (Consol. Coal): | | | | | | |
| Chicago & Bel. & Mad. R.R.) guar. | 333,000 | 7 | " | " | 1888 | .... | 1st Mortgage..... | 903,500 | 7 | March & Sept. | New York. | 1891 | .... |
| Chicago & Northern Pac. Air-L.: | | | | | | | 2d Mortgage, sinking fund..... | 709,000 | 7 | May & Nov. | " | " | 1888 |
| 1st Mort. (skg f'd gold \$25,000pm) | ..... | 7* | June & Dec. | New York. | 1902 | .... | Cumberland Valley: | | | | | | |
| Chicago & Mich. Lake Shore: | | | | | | | 1st Mortgage..... | 161,000 | 8 | April & Oct. | Philadelphia. | 1904 | .... |
| 1st Mort. of Sept. 1, '69, \$16,000pm | 1,350,000 | 8 | May & Nov. | New York. | 1889 | 77 | 2d Mortgage..... | 109,500 | 8 | " | " | " | 1905 |
| 1st Mort. of Nov. 1, '71, \$16,000pm | ..... | 8 | March & Sept. | " | 1891 | .... | Plain bonds..... | 81,800 | 6 | Jan. & July. | " | " | 1884 |
| Chicago, Omaha and St. Joseph: | | | | | | | Danbury and Norwalk: | | | | | | |
| 1st Mortgage for \$8,000,000..... | ..... | 8 | April & Oct. | New York. | 1901 | .... | 1st Mortgage of July 1, 1860.... | 100,000 | 7 | Jan. & July. | New York. | 1880 | .... |
| Chicago and Paducah (C. B. & Q.) | | | | | | | 1st Mortgage of July 1, 1870.... | 200,000 | 7 | " | " | " | 1890 |
| 1st Mortgage \$28,000 p. m. gold.. | 700,000 | 7* | " | Boston. | 1901 | .... | 1st Mortgage..... | 1,400,000 | 7 | April & Oct. | Philadelphia. | 1887 | 80 |
| Chi. Pekin & Southw. (C. B. & Q.) | | | | | | | Davenport and St. Paul: | | | | | | |
| 1st Mortgage for \$1,600,000 gold. | 700,000 | 7* | Feb. & Aug. | Boston. | 1901 | .... | 1st Mort. gold skg f'd \$20,000 p.m. | 3,000,000 | 7* | Jan. & July. | New York. | 1890 | .... |
| Chicago, Rock Island and Pacific: | | | | | | | Dayton and Michigan (O. H. & D.): | | | | | | |
| 1st Mortgage (C. & R. I.) balance | 104,000 | 7 | Jan. & July. | New York. | 1870 | .... | 1st Mortgage sinking fund guar. | 2,733,000 | 7 | Jan. & July. | New York. | 1884 | .... |
| 1st Mort. skg fund (C. B. I. & Pac.) | 8,900,000 | 7 | " | " | 1896 | 103 | 2d Mortgage, guar..... | 642,000 | 7 | March & Sept. | " | " | 1887 |
| Chi. & Southw. (C. B. I. & Pac.): | | | | | | | 3d Mortgage, guar..... | 700,000 | 7 | April & Oct. | " | " | 1888 |
| 1st Mort. gold, tax free, guar..... | 5,000,000 | 7* | May & Nov. | New York. | 1889 | 107 | Toledo Det. of bonds guar..... | 169,500 | 7 | March & Sept. | " | " | 81-94 |
| 1st Mortgage gold, Atchison Br. | 1,000,000 | 7* | June & Dec. | " | 1901 | .... | Dayton and Union: | | | | | | |
| Chicago & Wisconsin Midland: | | | | | | | 1st Mortgage, registered..... | 140,000 | 7 | March & Sept. | New York. | 1879 | .... |
| 1st Mort. g'd skg f'd for \$41,000,000 | ..... | 7* | Jan. & July. | New York. | 1902 | .... | 2d Mortgage..... | 185,000 | 7 | June & Dec. | " | " | 1879 |
| Chicago and Superior: | | | | | | | Income Bonds..... | 252,445 | 6 | " | " | " | 1879 |
| 1st Mortgage (Mad. & Portage) g'd | 900,000 | 7* | April & Oct. | New York. | 1900 | .... | Dayton and Western (Pa. Co.): | | | | | | |
| 1st M. (Chi. & Sup.) g'd \$5,000,000 | ..... | 7* | Jan. & July. | " | 1902 | .... | 1st Mortgage..... | 275,000 | 7 | Jan. & July. | New York. | 1905 | .... |
| Chillicothe & Brunswick: | | | | | | | | | | | | | |

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--------------------------------------|-----------|-------|-------------------|---------------|---------|---------|---------------------------------------|------------|-------|-------------------|---------------|---------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Detroit, El River and Illinois: | | | | | | | Framingham and Lowell: | | | | | | |
| 1st Mortgage for \$22,000 p.m. | \$..... | 8 | Jan. & July. | New York. | 1891 | .... | 1st Mortgage..... | \$477,683 | 7 | May & Nov. | Boston. | 1891 | .... |
| Detroit, Hillsdale and Indiana: | | | | | | | Frederick and Pennsylvania Line: | | | | | | |
| 1st Mort. \$16,000 p. m. guar. | 1,170,000 | 8 | June & Dec. | New York. | 1890 | 79 1/2 | 1st Mortgage gold..... | 250,000 | 6* | April & Oct. | Baltimore. | 1900 | .... |
| 2d Mortgage..... | 300,000 | 8 | Jan. & July. | " | 1891 | .... | Galena & Chic. Union (C.&N.W.): | | | | | | |
| Detroit, Lansing & L. Michigan: | | | | | | | 1st Mortgage..... | 1,785,000 | 7 | Feb. & Aug. | New York. | 1882 | 103 |
| 1st Mortgage (consolidation).... | 3,000,000 | 8 | April & Oct. | Boston. | 1896 | 97 1/2 | 2d Mortgage..... | 948,000 | 7 | May & Nov. | " | 1875 | 98 |
| Detroit and Milwaukee: | | | | | | | Elgin and State Line Purchase.. | 135,000 | 6 | Jan. & July. | " | 1878 | .... |
| 1st Mortgage, (D. & M.R.) conv. | 2,500,000 | 8 | May & Nov. | New York. | 1875 | .... | Mississippi Bridge..... | 200,000 | 7 | " | " | 1884 | .... |
| 2d Mortgage (")..... | 1,000,000 | 8 | " | " | 1875 | .... | Georgia (and Banking): | | | | | | |
| 1st Funded Coup. (D. & M.R.) | 625,924 | 7 | Jan. & July. | " | 1875 | .... | Company bonds (debentures)... | 681,000 | 7 | Jan. & July. | Augusta. | '72-'86 | .... |
| 2d Funded Coup. (")..... | 375,734 | 7 | " | " | 1875 | .... | Gilman, Clinton & Springfield: | | | | | | |
| Oakl. & Ottawa R.R. stg. bonds | 150,867 | 6* | May & Nov. | London. | 1873 | .... | 1st Mortgage gold..... | 2,000,000 | 7* | March & Sept. | N.Y. & Lond. | 1900 | .... |
| Oakl. & Ottawa R.R. cur'y bonds | 51,000 | 7 | " | New York. | 1873 | .... | 2d Mortgage gold..... | 1,000,000 | 8* | Jan. & July. | " | 1892 | .... |
| Detr. & Pontiac R.R. bonds..... | 250,000 | 7 | " | " | 1878 | .... | Goshen and Deckertown: | | | | | | |
| Detr. & Pontiac R.R. bonds..... | 250,000 | 8 | Feb. & Aug. | " | 1886 | .... | 1st Mortgage..... | 226,500 | 7 | Jan. & July. | New York. | 1888 | .... |
| Detroit, Mon. & Tol. (L.Sh.&M.S.): | | | | | | | Grand Rapids & Indiana: | | | | | | |
| 1st Mortgage Aug. 1, 1886 | 924,000 | 7 | Feb. & Aug. | New York. | 1876 | 100 | 1st Mortgage guar. gold, tax free | 4,000,000 | 7* | Jan. & July. | New York. | 1899 | .... |
| Dubuque and Sioux City: | | | | | | | 1st Mort. not guar. gold, tax free | 4,000,000 | 7* | April & Oct. | " | 1899 | .... |
| 1st Mortgage tax free..... | 894,000 | 7 | Jan. & July. | New York. | 1883 | 95 | Grand River Valley (Mich. C.): | | | | | | |
| Dubuque Southwestern: | | | | | | | 1st Mort., assumed by Leesees... | 1,500,000 | 8 | Jan. & July. | New York. | 1886 | .... |
| 1st Mortgage, guar. by Ill. Cen. | 450,000 | 7 | April & Oct. | New York. | 1883 | .... | 2d Mortgage, guar. by Leesees... | 500,000 | 8 | March & Sept. | " | 1879 | 100 1/2 |
| 1st Mortgage, preferred & guar. | 100,000 | 7 | Jan. & July. | " | 1883 | .... | Grand Trunk (Can.): | | | | | | |
| Dunkirk, Warren and Pittsburg: | | | | | | | Equipment Bonds \$500,000..... | 2,500,000 | 6* | April & Oct. | London. | .... | .... |
| 1st Mortgage gold tax free..... | 1,190,000 | 7* | June & Dec. | New York. | 1900 | .... | Equipment Bonds No. 2 \$270,500 | 1,310,000 | 6* | " | " | .... | .... |
| Dutchess and Columbia: | | | | | | | Postal & Military b'ds \$1,200,000 | 6,000,000 | 6* | Feb. & Aug. | " | .... | .... |
| 1st Mortgage Jan. 1, 1888..... | 1,500,000 | 7 | Jan. & July. | New York. | 1908 | .... | 1st Preference Bonds \$2,838,335. | 14,191,615 | 5* | Jan. & July. | " | .... | .... |
| East Alabama and Cincinnati: | | | | | | | 2d Preference Bonds \$1,838,765. | 8,428,825 | 4* | " | " | .... | .... |
| 1st Mort. end. \$16,000 p.m. by Ala. | .... | 8 | Jan. & July. | .... | 1890 | .... | Provincial Debentures \$3,111,500 | 15,567,500 | .... | .... | Ottawa. | .... | .... |
| East Brandywine & Waynesburg: | | | | | | | Great Western of Canada: | | | | | | |
| 1st Mortgage..... | 140,000 | 7 | Jan. & July. | Philadelphia. | 1885 | .... | Perpetual Debentures Stock.... | 227,273 | 5 | Jan. & July. | London. | perp. | .... |
| 2d Mortgage..... | 35,000 | 8 | " | " | 1878 | .... | Common (Company) Bonds..... | 1,384,117 | 4 | " | " | '72-'73 | .... |
| East Pennsylvania (Ph. & Rd.): | | | | | | | Common (") Bonds..... | 2,993,973 | 6 | May & Nov. | " | '73-'76 | .... |
| 1st Mortgage, guaranteed..... | 498,000 | 7 | March & Sept. | Philadelphia. | 1888 | 101 | Common (") Bonds..... | 2,662,067 | 5 1/2 | April & Oct. | " | '77-'78 | .... |
| East Tenn. & Georgia (E.T.V. & G.): | | | | | | | Common (") Bonds..... | 4,867 | 5 | " | " | 1881 | .... |
| 1st Mortgage..... | 870,000 | 6 | Jan. & July. | New York. | '76-'86 | .... | Common (") Bonds..... | 3,650,000 | 6 | June & Dec. | " | 1890 | .... |
| East Tenn. & Vir. (E.T.V. & Ga.): | | | | | | | Greenville and Columbia: | | | | | | |
| 1st Mortgage, endorsed..... | 175,000 | 6 | Jan. & July. | New York. | 1886 | .... | 1st Mortgage guar. by S. Car.... | 1,428,546 | 7 | Jan. & July. | New York. | '81-'86 | .... |
| East Tennessee, Virginia & Ga.: | | | | | | | 1st Mortgage not guaranteed.... | 376,768 | 7 | " | " | '81-'86 | .... |
| 1st Mort., skt fund for \$3,500,000 | 2,519,000 | 7 | Jan. & July. | New York. | 1890 | 92 1/2 | Greenwich and Johnsonville: | | | | | | |
| Eastern (Mass.): | | | | | | | 1st Mortgage..... | 130,000 | 7 | May & Nov. | New York. | 1889 | .... |
| English Loan, July 1, 1882..... | 283,000 | 6* | Jan. & July. | London. | 1872 | .... | Hackensack & New York Ext.: | | | | | | |
| Loan of 1864-'74..... | 750,000 | 6 | Feb. & Aug. | Boston. | 1874 | 98 1/2 | 1st Mortgage, \$10,700 p.m. ext. | 300,000 | 7 | May & Nov. | New York. | 1889 | .... |
| 1st Mort. (Essex R.R.) assumed. | 194,400 | 6 | Jan. & July. | " | 1876 | 94 | Hannibal and Naples (T.W. & W.): | | | | | | |
| Loan of 1865-'85..... | 160,000 | 6 | April & Oct. | " | 1885 | .... | 1st Mortgage..... | 675,000 | 7 | May & Nov. | New York. | 1898 | 85 |
| Loan of 1868-'88..... | 500,000 | 6 | March & Sept. | " | 1888 | 91 | 2d Mortgage..... | 325,000 | 7 | Jan. & July. | " | 1890 | .... |
| Loan of 1869-'89..... | 1,000,000 | 6 | May & Nov. | " | 1889 | 90 | Hannibal & Central Missouri: | | | | | | |
| Loan of 1872-'82..... | 1,500,000 | 7 | " | " | 1882 | 101 | 1st Mortgage gold, tax free..... | 1,000,000 | 7 | May & Nov. | New York. | 1890 | 87 1/2 |
| Eastern Shore (Md.): | | | | | | | 2d Mortgage..... | 250,000 | 7 | Feb. & Aug. | " | 1890 | .... |
| 1st Mortgage..... | 400,000 | 6 | Jan. & July. | Baltimore. | 1880 | .... | Hannibal and St. Joseph: | | | | | | |
| 2d Mortgage..... | 180,000 | 6 | April & Oct. | " | 1886 | .... | Missouri State Loan..... | 1,500,000 | 6 | Jan. & July. | New York. | '71-'77 | 89 |
| Elizabethtown and Paducah: | | | | | | | Missouri State Loan..... | 1,500,000 | 6 | " | " | '77-'88 | .... |
| 1st Mortgage, convertible..... | 3,000,000 | 6 | March & Sept. | New York. | 1890 | .... | Six years' Mortgage bonds (22 1/2 m.) | 5,000,000 | 10 | " | " | 1872 | .... |
| Elmira and Williamsport (N. Cen.): | | | | | | | Five years' notes (27 1/2 m.)..... | 139,300 | 8 | Various | " | 1874 | .... |
| 1st Mortgage guaranteed..... | 1,000,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 95 | Fifteen years' bonds (27 1/2 m.)... | 3,476,000 | 8 | March & Sept. | " | 1885 | 89 |
| Income Mortgage guaranteed .. | 570,000 | 5 | April & Oct. | " | 1872 | 59 | 1st Mort. (Q. & Palm R.R. 15 m.) | 500,000 | 8 | Feb. & Aug. | " | 1892 | .... |
| Erie Railway: | | | | | | | 1st Mort. (K. City & Cam. RR 55 m.) | 1,200,000 | 10 | Jan. & July. | " | 1886 | 99 1/2 |
| 1st Mortgage..... | 3,000,000 | 7 | May & Nov. | New York. | 1897 | 103 | General Land Mortgage (27 1/2 m.) | 1,134,100 | 7 | April & Oct. | " | 1888 | 105 |
| 2d Mortgage convertible..... | 4,000,000 | 7 | March & Sept. | " | 1879 | 102 1/2 | General Mortgage conv. (27 1/2 m.) | 5,600 | 7 | Jan. & July. | " | 1888 | .... |
| 3d Mortgage..... | 6,000,000 | 7 | " | " | 1883 | 101 1/2 | Harlem Extension: | | | | | | |
| 4th Mortgage convertible..... | 4,441,000 | 7 | April & Oct. | " | 1880 | 97 1/2 | 1st Mortgage..... | 4,000,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| 5th Mortgage convertible..... | 925,500 | 7 | June & Dec. | " | 1888 | 96 1/2 | Harriburg & Lancaster: | | | | | | |
| Buffalo Branch, 1st mortgage... | 189,400 | 7 | Jan. & July. | " | 1891 | .... | 1st Mortgage, guar. by Pa. Co... | 700,000 | 6 | Jan. & July. | Philadelphia. | 1883 | 94 |
| Sterling Loan (\$1,000,000) conv. | 4,844,400 | 6* | March & Sept. | London. | 1875 | .... | Hartford and New Haven: | | | | | | |
| Consol. Mort. for \$30,000,000, g'd | 3,000,000 | 7* | " | NY & London. | 1920 | 95 | 1st Mortgage..... | 580,000 | 6 | Jan. & July. | Hartford. | 1873 | .... |
| Erie and Louisville: | | | | | | | Hartford, Providence and Fishkill: | | | | | | |
| Mortgage of 1871..... | 1,000,000 | 7 | April & Oct. | New York. | 1901 | .... | 1st Mort. (R. L. 26.32 m.) skt fund | 481,000 | 7 | Jan. & July. | Providence. | 1876 | .... |
| Erie and Pittsburg (Penn.): | | | | | | | 1st Mort. (Conn. 96.04 m.) skt f d. | 1,574,500 | 7 | " | Hartford. | 1876 | .... |
| 1st Mortgage..... | 372,800 | 7 | Jan. & July. | New York. | 1882 | .... | Holly, Wayne & Monroe (F. & P.): | | | | | | |
| 2d Mortgage..... | 115,200 | 7 | March & Sept. | " | 1890 | .... | 1st Mortgage guar., tax free.... | 1,000,000 | 8 | Jan. & July. | New York. | 1901 | .... |
| Consolidated Mortgage tax free. | 2,089,000 | 7 | Jan. & July. | " | 1893 | .... | Holyoke and Westfield: | | | | | | |
| Equipment Mortgage..... | 600,000 | 7 | April & Oct. | " | 1890 | .... | 1st Mortgage..... | 200,000 | 7 | April & Oct. | Boston. | 1891 | .... |
| European & N. American (Me.): | | | | | | | Houseatic: | | | | | | |
| Bangor City Bonds (1st m. 55 m.) | 1,000,000 | 6 | Jan. & July. | N. Y. & Lond. | 1894 | .... | 1st Mortgage sinking fund..... | 191,000 | 7 | Jan. & July. | Brpt. & Bos. | 1877 | .... |
| 1st L.M. & 1st on 50, & 2d on 55m | 2,090,000 | 6* | March & Sept. | " | 1899 | 87 | 2d Mortgage..... | 100,000 | 7 | Feb. & Aug. | " | 1885 | .... |
| Evansville and Crawfordsville: | | | | | | | 3d Mortgage of 1869..... | 100,000 | 6 | April & Oct. | " | 1889 | .... |
| 1st Mortgage (main line) skt fund | 1,004,000 | 7 | Jan. & July. | New York. | 1889 | .... | Houston and Texas Central: | | | | | | |
| 1st Mortgage..... | 150,000 | 7 | March & Sept. | " | 1889 | .... | 1st Mortgage L.G. skt fund, gold. | 6,520,000 | 7* | Jan. & July. | New York. | 1891 | .... |
| 1st Mort. (Rockville Extension). | 150,000 | 7 | Feb. & Aug. | " | 1881 | .... | 2d Mortgage..... | 200,000 | 7 | Feb. & Aug. | New York. | 1876 | .... |
| Evansville, Henderson & Nashv.: | | | | | | | 3d Mortgage, sinking fund..... | 1,894,000 | 7 | June & Dec. | " | 1885 | 104 |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1897 | .... | 3d Mortgage..... | 180,000 | 7 | May & Nov. | " | 1885 | .... |
| Evansville, Terre Haute & Chi.: | | | | | | | Hudson Connecting (NY & O Mid): | | | | | | |
| 1st Mortgage, gold..... | 750,000 | 7* | May & Nov. | New York. | 1900 | .... | 1st Mortgage gold..... | 400,000 | 7* | May & Nov. | New York. | 1902 | .... |
| Fall River, Warren & Providence: | | | | | | | Huntingdon and Broad Top Mt.: | | | | | | |
| 1st Mortgage..... | 200,000 | 7 | Jan. & July. | Providence. | 1882 | .... | 1st Mortgage gold..... | 416,000 | 7* | April & Oct. | Philadelphia. | 1890 | 104 |
| Flint and Pere Marquette: | | | | | | | 2d Mortgage..... | 267,500 | 7 | Feb. & Aug. | " | 1875 | 90 |
| Land Mort. 1st series (55,241 a.) | 158,500 | 7 | May & Nov. | New York. | 1880 | .... | 3d Mortgage (Consol.)..... | 1,251,000 | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | |
|---|-------------|-------|-------------------|-----------------|-------|--------|--|-------------|-------|-------------------|---------------|-------|--------|------|
| | | | When. | Where. | | | | | | When. | Where. | | | |
| Indianapolis, Cin. and Lafayette: | | | | | | | Lake Shore & Michigan So.: | | | | | | | |
| 1st Mortgage (Ind. & Cin.) of 1858 | \$1,589,500 | 7 | April & Oct. | New York. | 1888 | .... | Sinking Fund Oct. 1, 1869..... | \$1,600,000 | 7 | April & Oct. | New York. | 1879 | .... |  |
| 1st Mortgage (L. C. & L. F.) of 1867 | 2,770,000 | 7 | Feb. & Aug. | " | 1897 | .... | Consol. registered July 1, 1870.... | 4,132,000 | 7 | J. A. J. & O. | " | 1890 | 99 | |
| 1st Mortgage (") of 1869 | 1,566,000 | 7 | June & Dec. | " | 1899 | .... | Consol. coupon July 1, 1870..... | 1,000,000 | 7 | Jan. & July. | " | 1890 | 99 | |
| Indianapolis and St. Louis: | | | | | | | Bonds of Lake Shore) Ap. 1, '69 | 225,000 | 7 | April & Oct. | " | 1882 | .... |  |
| 1st Mortgage..... | | | | | | | Dividend (Lake Shore) Ap. 1, '69 | 1,500,000 | 7 | " | " | 1899 | 95 | |
| 2d Mortgage..... | 2,000,000 | 7 | Jan. & July. | New York. | 1916 | .... | Sunbury July 1, 1864..... | 600,000 | 7 | Jan. & July. | " | 1874 | .... |  |
| 1st Mortgage..... | | | | | | | Reg. Jan. 1, 1855 C. P. & A. R. R. | 1,000,000 | 7 | " | " | 1880 | 98 | |
| 2d Mortgage..... | 1,000,000 | 7 | March & Sept. | " | 1916 | .... | 3d Fund July 1, 1855 C. & T. R. | 1,000,000 | 7 | April & Oct. | " | 1892 | 95 | |
| Equipment Mortgage..... | 500,000 | 8 | April & Oct. | " | 1900 | .... | 1st Mort. April 1, 1866 | 2,014,000 | 7 | Jan. & July. | " | 1885 | 104 | |
| Iowa Eastern: | | | | | | | 2d Mort. April 1, 1866 | 860,000 | 7 | April & Oct. | " | 1886 | 98 | |
| 1st Mortgage gold..... | 14,000pm | 7* | Jan. & July. | " | 1881 | .... | 1st Mort. May 1, 1855 M. S. & N. I. | 5,256,000 | 7 | May & Nov. | " | 1885 | 103 | |
| Iowa Falls & Sioux City (IIL Cen.) | | | | | | | 2d Mort. Oct. 31, 1857 | 2,693,000 | 7 | " | " | 1877 | 99 | |
| 1st Mortgage guaranteed..... | 2,960,000 | 7 | Feb. & Aug. | New York. | 1902 | .... | Mort. Nov. 1, 1858 Buff. & Erie. | 100,000 | 7 | May & Nov. | " | 1873 | .... |  |
| Iowa Midland (C. & N. W.): | | | | | | | Mort. July 1, 1862 | 200,000 | 7 | Jan. & July. | " | 1882 | 98 | |
| 1st Mort., \$16,000 guar..... | | | | | | | Mort. Sept. 1, 1866 | 300,000 | 7 | March & Sept. | " | 1888 | .... |  |
| Ironton (Penn.): | | | | | | | Mort. April 1, 1868 | 3,000,000 | 7 | April & Oct. | " | 1898 | 90 | |
| 1st Mortgage..... | 100,000 | 7 | Jan. & July. | New York. | 1900 | 105 | 1st Mort. Aug. 1, 1856 (D. M. & Tol.) | 924,000 | 7 | Feb. & Aug. | " | 1876 | 100 | |
| Ithaca and Athens: | | | | | | | 1st Mort. Sept. 1, 1869 (K. & W. P.) | 400,000 | 7 | Jan. & July. | " | 1870 | .... |  |
| 1st Mortgage gold, skg fund.... | 600,000 | 7* | May & Nov. | Philadelphia. | 1875 | .... | 1st Mort. Oct. 1, 1867 (Sch. & Th. R.) | 100,000 | 8 | " | " | 1887 | .... |  |
| Jackson, Lansing & Saginaw (M.C.): | | | | | | | 1st Mort. Oct. 1, 1867 (K. & Sch.) | 100,000 | 8 | " | " | 1887 | .... |  |
| 1st Mortgage..... | 1,495,000 | 8 | Jan. & July. | New York. | 1886 | 99 | 1st M. July 1, '68 (K. A. L. & Gr. R.) | 840,000 | 7 | " | " | 1888 | 95 | |
| 2d Mortgage..... | 500,000 | 8 | March & Sept. | " | 1888 | .... | 1st Mort. July 1, 1863 (J. & Frank.) | 500,000 | 7 | " | " | var | .... |  |
| 1st Mortgage, Northern Ext..... | 940,000 | 8 | May & Nov. | " | 1890 | .... | 2d Mort. Jun. 1, 1869 | 500,000 | 7 | June & Dec. | " | 1894 | .... |  |
| Jacksonville, Pensac. and Mobile: | | | | | | | Lawrence (P. Ft. W. & Chi.): | | | | | | | |
| 1st Mort. Florida State Loan g'd | 4,000,000 | 8 | Jan. & July. | New York. | 1900 | .... | 1st Mortgage, guaranteed..... | 600,000 | 7 | April & Oct. | Philadelphia. | 1895 | .... |  |
| James'n & Frank. (L.S. & M. So.): | | | | | | | Leavenworth, Lawr. & N. West'n: | | | | | | | |
| 1st Mortgage guaranteed..... | 496,000 | 7 | Jan. & July. | New York. | 1897 | .... | 1st Mort. guar. by Pac. of Mo. | 355,000 | 7 | Feb. & Aug. | New York. | 1899 | .... |  |
| 2d Mortgage guaranteed..... | 500,000 | 7 | June & Dec. | " | 1894 | .... | Leaven., Lawrence & Galveston: | | | | | | | |
| Jefferson (Brie): | | | | | | | 1st Mort. skg fund conv. gold..... | 5,000,000 | 10 | Jan. & July. | N. Y. & Bost. | 1899 | 55 | |
| 1st Mort. (Hawley Section)..... | 206,000 | 7 | Jan. & July. | New York. | 1887 | .... | Lehigh and Lackawanna: | | | | | | | |
| 2d Mort. (")..... | 94,000 | 7 | " | " | 1889 | .... | 1st Mortgage tax free..... | 300,000 | 7 | Feb. & Aug. | Philadelphia. | 1897 | .... |  |
| 1st Mort. (Carbondale Section)..... | 2,000,000 | 7 | " | " | 1889 | .... | Lehigh Valley: | | | | | | | |
| Jeffersonville, Madison & Indian: | | | | | | | 1st Mortgage (old loan)..... | 902,000 | 6 | May & Nov. | Philadelphia. | 1873 | 101 | |
| 1st Mortgage consol..... | 2,089,000 | 7 | Jan. & July. | New York. | 1910 | .... | 1st Mortgage (new loan) tax free | 3,546,000 | 6 | June & Dec. | " | 1898 | 95 | |
| 2d Mortgage consol..... | 2,000,000 | 7 | April & Oct. | " | 1910 | .... | 2d Mortgage for \$6,000,000..... | 4,712,000 | 7 | March & Sept. | " | 1910 | 104 | |
| 1st Mortgage (Ind. & Mad. guar.) | 397,000 | 7 | May & Nov. | " | 1882 | .... | Lexington & St. Louis (P. of Mo.): | | | | | | | |
| 2d Mortgage (Jeffersonville & H.) | 345,000 | 7 | April & Oct. | " | 1873 | .... | 1st Mortgage gold..... | 1,000,000 | 6 | June & Dec. | New York. | 1899 | .... |  |
| Joliet and Chicago (C. & Alton): | | | | | | | Little Miami: | | | | | | | |
| 1st Mortgage skg fund guar..... | 500,000 | 8 | Jan. & July. | New York. | 1882 | 101 | 1st Mortgage..... | 1,474,000 | 6 | May & Nov. | New York. | 1883 | .... |  |
| Joliet & Northern Ind. (Mich. C.): | | | | | | | Street Connection Bonds..... | 500,000 | 6 | Jan. & July. | " | 1894 | .... |  |
| 1st Mortgage, guaranteed..... | 800,000 | 8 | Jan. & July. | New York. | 1874 | .... | Little Rock and Fort Smith: | | | | | | | |
| Junction (Cin. & Indianapolis): | | | | | | | 1st Mortgage gold..... | 2,000,000 | 6* | Jan. & July. | N. Y. & Bost. | 1900 | 314 | |
| 1st Mortgage..... | 1,200,000 | 7 | Jan. & July. | New York. | 1885 | .... | Land Grant sinking fund..... | 5,000,000 | 7 | April & Oct. | " | 1900 | 26 | |
| 2d Mortgage..... | 793,000 | 7 | March & Sept. | " | 1893 | .... | Little Schuylkill (Phila. & Rdg.): | | | | | | | |
| 1st Mortgage (Newcastle Br.)... | 250,000 | 7 | June & Dec. | " | 1884 | .... | 1st Mortgage, guaranteed..... | 771,500 | 7 | April & Oct. | Philadelphia. | 1877 | 99 | |
| Junction, Philadelphia: | | | | | | | Logansport, Crawf. & S'wath Ind.: | | | | | | | |
| 1st Mortgage, guaranteed..... | 500,000 | 6 | Jan. & July. | Philadelphia. | 1882 | .... | 1st Mortgage gold..... | 1,500,000 | 8* | F. M. & A. N. | New York. | 1900 | 99 | |
| 2d Mortgage not guaranteed..... | 300,000 | 6 | April & Oct. | " | 1900 | .... | Long Br. and Sea Shore (N. J. So.): | | | | | | | |
| Junction and Breakwater: | | | | | | | 1st Mortgage guaranteed..... | 200,000 | 6 | Jan. & July. | New York. | 1889 | .... |  |
| 1st Mort. guar. by Delaware..... | 400,000 | 6 | Jan. & July. | New York. | 1890 | .... | Long Dock (Brie): | | | | | | | |
| Kalamazoo, Allegan & Gr. Rapids: | | | | | | | 1st Mortgage guaranteed..... | 3,500,000 | 7 | June & Dec. | New York. | 1892 | 98 | |
| 1st Mort. assumed by L.S. & M.S.: | 840,000 | 8 | Jan. & July. | New York. | 1888 | 95 | Long Island: | | | | | | | |
| Kalamazoo and Schoolcraft: | | | | | | | 1st Mortgage main line..... | 500,000 | 6 | Jan. & July. | New York. | 1875 | 91 | |
| 1st Mort. assumed by L.S. & M.S.: | 100,000 | 8 | Jan. & July. | New York. | 1887 | .... | 1st Mortgage (Extension)..... | 175,000 | 7 | Feb. & Aug. | " | 1890 | .... |  |
| Kalamazoo, & S. Haven (M. Cen.): | | | | | | | 1st Mortgage (Glen Cove Br.)... | 150,000 | 6 | May & Nov. | " | 1893 | .... |  |
| 1st Mortgage guar. by lessees... | 640,000 | 8 | May & Nov. | Boston. | 1889 | 100 | General Mortgage..... | 775,000 | 7 | " | " | 1899 | .... |  |
| Kalamazoo & White Pigeon: | | | | | | | Louisville & Miss. Riv. (Ch. & Al): | | | | | | | |
| 1st Mort. assumed by L.S. & M.S.: | 400,000 | 7 | Jan. & July. | New York. | 1890 | .... | 1st Mortgage..... | 4,300,000 | 7 | Feb. & Aug. | New York. | 1900 | .... |  |
| Kan. City, St. Jo. & Coun. Bluffs: | | | | | | | Louisville, Cin. and Lexington: | | | | | | | |
| 1st Mort. (C. B. & St. Jo. 52 m.) | 500,000 | 7 | Jan. & July. | N. Y. & Bost. | 1888 | .... | 1st Mortgage for Cincinnati Br. | 3,000,000 | 7 | Jan. & July. | New York. | 1897 | .... |  |
| 2d Mort. (")..... | 150,000 | 10 | Jan. & July. | " | 1878 | .... | 2d Mortgage for \$1,000,000..... | 345,000 | 8 | April & Oct. | " | 1900 | .... |  |
| 1st Mort. (St. Jo. & C.B. 78 m. cv. t. fr.) | 1,400,000 | 10 | March & Sept. | " | 1892 | .... | Louisville and Nashville: | | | | | | | |
| 2d Mort. (")..... | 539,500 | 8 | June & Dec. | " | 1874 | .... | 1st Mortgage (main line 185 m.) | 554,000 | 7 | Jan. & July. | New York. | 73-76 | 91 | |
| 1st Mort. (Mo. Valley 130 m.)... | 1,500,000 | 7 | Feb. & Aug. | New York. | 1893 | | 1st Mortgage (Memph Br. 46.37 m.) | 139,000 | 7 | May & Nov. | " | " | 72-75 | |
| 2d Mort. (")..... | 1,000,000 | 7* | Feb. & Aug. | " | 1893 | .... | 1st Mort. (Leb. Br. Ext. 73.2m.) | 88,000 | 7 | " | " | 80-88 | .... |  |
| Consolidated Mort. (260m.) conv. | 687,000 | 8 | March & Sept. | " | 1892 | | Consol. M. for \$8,000,000 (392 m.) | 0,647,000 | 7 | April & Oct. | " | " | 1898 | 94 |
| Kansas City & Santa Fe (L.L. & G.): | | | | | | | Louisv. N. Al. & St. Lo. Air-Line | | | | | | | |
| 1st Mortgage guar. by Lessees... | 2,000,000 | 10 | Jan. & July. | Boston. | 1900 | .... | 1st Mortgage gold, \$25,000 p. m. | 2,875,000 | 7* | " | " | 1901 | .... |  |
| Kansas Pacific: | | | | | | | Macon and Augusta: | | | | | | | |
| 1st Mort. (1st Div. 140 m.) gold.. | 2,240,000 | 6* | Feb. & Aug. | N. Y. & St. Lo. | 1895 | 85 | 1st Mortgage end by State of Ga. | 070,000 | 7 | Jan. & July. | New York. | 78-91 | .... |  |
| 1st Mort. (2d Div. 253.94 m. gold) | 4,088,000 | 6* | June & Dec. | " | 1896 | 86 | 1st Mortgage not guaranteed... | 100,000 | 7 | " | " | 1890 | .... |  |
| 1st M. (3d Div. 244.66m. & 3.0c. 0.000a) | 6,456,000 | 7* | May & Nov. | N. Y., L. & F. | 1899 | 102 | Macon and Brunswick: | | | | | | | |
| 1st Mortgage (1,000,000 acres)... | 245,000 | 7* | March & Sept. | N. Y. & St. Lo. | 71-76 | .... | 1st Mort. endorsed by Ga. | 1,900,000 | 7 | Jan. & July. | New York. | 1877 | .... |  |
| 1st Mortgage (2,000,000 acres) gold | 1,321,000 | 7* | Jan. & July. | N. Y., L. & F. | 1886 | .... | 1st Mort. | 600,000 | 7 | May & Nov. | " | 1900 | .... |  |
| 2d Mortgage can do. gold..... | 1,500,000 | 7* | March & Sept. | " | 1896 | .... | 2d Mortgage..... | 1,100,000 | 7 | April & Oct. | " | 1883 | .... |  |
| 1st Mort. (Leavenworth Branch) | 600,000 | 7 | May & Nov. | N. Y. & St. Lo. | 1896 | 85 | Equipment Mortgage..... | 150,000 | 7 | " | " | 1879 | .... |  |
| 2d Mortgage (Gov't Subsidy).... | 6,303,000 | 6 | Jan. & July. | U. S. Treas. | 95-97 | .... | Macon and Western: | | | | | | | |
| 3d Mortgage (Income)..... | 4,275,350 | 7 | March & Sept. | " | 1916 | .... | 1st Mortgage of Oct. 1870..... | 150,000 | 7 | April & Oct. | ..... | 1880 | .... |  |
| Kent County (Del.): | | | | | | | Maine Central: | | | | | | | |
| 1st Mortgage for \$600,000..... | 400,000 | 6 | Jan. & July. | Philadelphia. | 1880 | 85 | Consolidated Mort. for \$7,500,000 | 3,000,000 | 7* | April & Oct. | Boston. | 1912 | 100 | |
| Kentucky Central: | | | | | | | \$1,100,000 Loan, tax free..... | 746,300 | 7* | Jan. & July. | " | 1893 | 94 | |
| 1st Mortgage (Cov. & Lex.) 1853. | 844,000 | 7 | March & Sept. | New York. | 1883 | .... | Banger (P. & K.) Loan..... | 514,000 | 6 | April & Oct. | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--------------------------------------|-------------|-------|-------------------|--------------|---------|--------|--------------------------------------|-------------|-------|-------------------|----------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Maryland and Delaware: | | | | | | | Nashville and Chattanooga: | | | | | | |
| 1st Mortgage..... | \$550,000 | 6 | May & Nov. | Boston | 1885 | 43 | 1st Mortgage, endorsed by Tenn. | \$1,546,000 | 6 | Jan. & July. | New York. | 1890 | .... |
| 2d Mortgage..... | 150,000 | 6 | June & Dec. | " | 1889 | .... | Nashville and Decatur (L. & Nash.) | 2,100,000 | 7 | Jan. & July. | New York. | 1900 | 92 |
| Massillon & Cleve. (C.M. V. & D.) | | | | | | | 1st Mortgage sinking fund, guar. | 500,000 | 6* | April & Oct. | Nashville. | 1887 | .... |
| 1st Mortgage guaranteed, gold.. | 100,000 | 7* | Jan. & July. | New York. | 1890 | .... | 2d Mortgage gold | | | | | | |
| Mayeville and Lexington: | | | | | | | Naugahuck: | | | | | | |
| 1st Mortgage..... | 500,000 | 7 | Jan. & July. | New York. | 1890 | .... | 1st Mortgage..... | 112,500 | 7 | Jan. & July. | Bridgeport. | 1878 | .... |
| Memphis and Charleston: | | | | | | | Newark & New York (Cen. N.Y.) | 600,000 | 7 | Jan. & July. | New York. | 1891 | .... |
| 1st Mortgage, Convertible..... | 1,233,000 | 7 | March & Sept. | New York. | 1880 | 86 | 1st Mortgage guar..... | 800,000 | 7* | May & Nov. | New York. | 1889 | .... |
| 2d Mortgage..... | 1,000,000 | 7 | Jan. & July. | " | 1883 | .... | Newark, Somerset & Stratfield | | | | | | |
| Memphis and Little Rock: | | | | | | | 1st Mortgage gold..... | 972,000 | 6* | May & Nov. | London. | 1897 | .... |
| 1st Mortgage..... | 1,300,000 | 8 | May & Nov. | New York. | 1890 | .... | New Brunswick and Canada: | | | | | | |
| Michigan Air Line: | | | | | | | 1st Mortgage, Sterling £200,000.. | | | | | | |
| 1st Mortgage (E. Div.) \$16,000 p.m. | | 8 | Jan. & July. | Boston. | 1890 | 101 | Newburg & New York (Erie) | | | | | | |
| Michigan Central: | | | | | | | 1st Mortgage for \$600,000..... | | | | | | |
| 1st Mortgage, convertible..... | 358,000 | 8 | April & Oct. | New York. | 1882 | .... | New H. Middle'n & Willman: | | | | | | |
| 1st Mortgage, sinking fund conv. | 2,204,000 | 8 | " | " | 1882 | 1124 | 1st Mortgage (coup. & reg.)..... | 3,000,000 | 7 | May & Nov. | New York. | 1889 | .... |
| Trust Mortgage for \$10,000,000.. | 4,500,000 | 7 | Jan. & July. | " | 1902 | 984 | New Haven & Northampton: | | | | | | |
| 1st Mort. (M. Air L. W. D.) ass'd | 1,900,000 | 8 | May & Nov. | " | 1890 | 1044 | 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | N. Y. & N. H. | 1899 | .... |
| 1st Mort. (Gr. Riv. Valley) guar. | 1,000,000 | 8 | " | " | 1886 | .... | Convertible | 400,000 | 6 | April & Oct. | " | 1880 | .... |
| 2d Mort. (") guar. | 500,000 | 8 | March & Sept. | " | 1879 | 1004 | Holyoke and Westfield bonds.. | 2,000,000 | 7 | " | " | 1891 | .... |
| 1st Mort. (K. & So. Hav.) f. guar. | 640,000 | 8 | May & Nov. | " | 1889 | 100 | New Jersey Sec United Compan's | | | | | | |
| 2d Mort. (") guar. | 70,000 | 8 | " | " | 1889 | .... | 1st Mortgage, Sterling £200,000.. | | | | | | |
| Michigan Lake Shore: | | | | | | | New Jersey Midland (N.Y. & O.M.) | | | | | | |
| 1st Mortgage..... | 800,000 | 8 | Jan. & July. | New York. | 1889 | .... | 1st Mortgage gold, guar..... | 3,000,000 | 7* | Feb. & Aug. | New York. | 1895 | .... |
| Middletown, Unionv. & W. Gap (E.) | | | | | | | 2d Mortgage currency..... | 1,500,000 | 7 | " | " | 1881 | 78 |
| 1st Mortgage tax free | 225,000 | 7 | May & Nov. | New York. | 1886 | .... | New Jersey Southern: | | | | | | |
| Midland of Canada: | | | | | | | 1st Mortgage..... | 2,000,000 | 7 | May & Nov. | New York. | 1899 | 784 |
| 1st Mortgage sterling £235,000.. | 1,143,667 | 6* | May & Nov. | London. | 1896 | .... | 1st Mortgage (Tom's Riv. Br.).. | 120,000 | 7 | March & Sept. | " | 1888 | .... |
| Midland Pacific: | | | | | | | Income Mortgage..... | 750,000 | 7 | April & Oct. | " | 1881 | .... |
| 1st Mortgage gold, tax free..... | 1,100,000 | 7* | Feb. & Aug. | New York. | 1899 | .... | New Jersey West Line: | | | | | | |
| Milwaukee and St. Paul: | | | | | | | 1st Mort. gold, for \$3,000,000.... | | | | | | |
| 1st Mortgage..... | 5,502,000 | 7 | Jan. & July. | New York. | 1898 | 92 | New London Northern (Vt. Cen.) | | | | | | |
| 2d Mortgage..... | 1,191,000 | 7 | April & Oct. | " | 1884 | 774 | 1st Mortgage..... | 800,000 | 6 | March & Sept. | New York. | 1885 | .... |
| 1st Mortgage (E. Div. Palmer)... | 791,500 | 8 | May & Nov. | " | 1874 | .... | 1st Mortgage..... | 200,000 | 7 | Jan. & July. | " | 1888 | .... |
| 1st Mort. (Iowa and Minn.)..... | 3,793,000 | 7 | Jan. & July. | " | 1897 | 87 | N. Orleans, Jackson & Gt. North: | | | | | | |
| 1st Mortgage (Minn. Cent.)..... | 207,000 | 7 | " | " | 1870 | 90 | 1st Mortgage 1856..... | 3,000,000 | 8 | Jan. & July. | New York. | 1886 | .... |
| 1st Mortgage (Iowa & Dak.)..... | 1,008,000 | 7 | " | " | 1870 | 804 | 2d Mortgage 1860, for \$3,000,000. | 2,000,000 | 8 | April & Oct. | " | 1890 | .... |
| 1st Mortgage (P. du Chien)..... | 3,674,000 | 8 | Feb. & Aug. | " | 1898 | 109 | Income Mortgage, 1870 gold.. | 1,000,000 | 6* | May & Nov. | " | 1890 | .... |
| 2d Mortgage (P. du Chien)..... | 1,315,000 | 7.5 | " | " | 1898 | 98 | N. Orleans Extension, 1870, gold | 1,500,000 | 8* | Jan. & July. | " | 1890 | .... |
| Milwaukee City Loan..... | 233,000 | 7 | March & Sept. | " | 1873 | .... | New Orleans, Mobile and Texas: | | | | | | |
| 1st Mort. (Milw. & Wtn.) .. | 234,000 | 7 | Jan. & July. | " | 1891 | .... | 1st M. (N. O. T. 227 m) sfg fd.... | 2,825,000 | 8 | Jan. & July. | New York. | 1915 | .... |
| Real Estate Purchase..... | 148,500 | 7 | " | " | 1891 | .... | 2d M. (") gold sfg fd..... | 2,825,000 | 7 | " | N. Y. or Lond. | 1915 | .... |
| Milw. Manitowec & Green Bay: | | | | | | | 2d Mortgage, endorsed by La. | | | | | | |
| 1st Mortgage for \$2,500,000.... | | 7 | " | " | 1891 | .... | New York and Boston: | | | | | | |
| Milwaukee and Northern: | | | | | | | 1st Mortgage gold, for \$3,000,000 | | | | | | |
| 1st Mortgage for \$13,000 p.m.... | | 8 | June & Dec. | New York. | 1890 | .... | New York Central & Hudson R. | | | | | | |
| Mineral Point: | | | | | | | Debt Certif. (N. Y. Central).... | 5,936,626 | 6 | May & Nov. | New York. | 1883 | 93 |
| 1st Mortgage, Dec. 21, 1868..... | 320,000 | 10 | Jan. & July. | New York. | 1890 | .... | Bonds for debts ass'd (N. Y. Cen.) | 1,514,000 | 7 | Feb. & Aug. | " | 1876 | 1024 |
| Minneapolis & Duluth (L.S. & M.) | | | | | | | Bonds for B. & N. S't. (") | 76,000 | 6 | May & Nov. | " | 1883 | .... |
| 1st Mortgage gold, guaranteed.. | 400,000 | 6* | Jan. & July. | New York. | 1911 | .... | Bonds for R. R. stocks (") | 592,000 | 6 | " | " | 1883 | 874 |
| Minneapolis & St. L. (L. Sup. & M.) | | | | | | | Bonds for real estate (") | 162,000 | 6 | " | " | 1883 | 874 |
| 1st Mortgage gold, guaranteed.. | 700,000 | 7* | Jan. & July. | New York. | 1911 | .... | Bonds of 1854 renewed (") | 2,900,000 | 6 | June & Dec. | " | 1887 | 914 |
| Minnesota and North Western: | | | | | | | 1st Mort. (Hudson Riv.)..... | 200,000 | 7 | Feb. & Aug. | " | 1870 | .... |
| 1st Mort. gold, sfg fd & tax free | 20,000 p.m. | 7* | Jan. & July. | New York. | 1895 | .... | 2d Mort. (") S. F..... | 1,894,000 | 7 | June & Dec. | " | 1885 | .... |
| Mississippi Central: | | | | | | | 3d Mort. (") | 180,000 | 7 | May & Nov. | " | 1875 | .... |
| 1st Mortgage..... | 1,354,000 | 7 | May & Nov. | New York. | 1895-71 | .... | Bonds of '71, tax free (N.Y. & C.H.) | 1,950,000 | 7 | April & Oct. | " | 1891 | .... |
| 2d Mortgage..... | 2,000,000 | 8 | Feb. & Aug. | " | 1875 | .... | Consol. Mort. for \$10,000,000.. | | | | | | |
| General Mort. for \$8,000,000 gold | | 7* | May & Nov. | " | 1912 | .... | New York and Harlem: | | | | | | |
| Mississippi, Ouchita & Red Riv: | | | | | | | 1st Mortgage of 1853 | 3,000,000 | 7 | May & Nov. | New York. | 1873 | 108 |
| 1st Mortgage gold..... | 1,800,000 | 7* | " | " | .... | .... | Consolidated mortgage of 1863.. | 1,754,000 | 6 | Feb. & Aug. | " | 1893 | .... |
| 1st Mort. Land Grant gold..... | 1,090,000 | 7* | " | " | .... | .... | Sinking Fund mortgage of 1861. | 111,850 | 7 | Jan. & July. | " | 1881 | .... |
| State (Ark.) subsidy \$10,000 p.m. | 1,580,000 | 7 | April & Oct. | " | 1910 | .... | Bonds of 1863, unsecured..... | 106,000 | 7 | " | " | 1873 | .... |
| Mississippi and Tennessee: | | | | | | | N. York, Houston & Northern: | | | | | | |
| 1st Mortgage of April 1, 1856.... | 600,000 | 7 | April & Oct. | New York. | 1876 | .... | 1st Mortgage for \$500,000..... | 161,000 | 7 | Feb. & Aug. | New York. | 1889 | .... |
| Consolidated Mort. Sept. of 1866. | 1,181,600 | 8 | Jan. & July. | " | 1871-93 | .... | New York and New Haven: | | | | | | |
| Mississippi Valley and Western: | | | | | | | 1st Mortgage..... | 1,059,500 | 7 | April & Oct. | New York. | 1875 | 100 |
| 1st Mortgage \$20,000 p. m..... | | 8 | April & Oct. | New York. | 1902 | .... | New York & Oswego Midland: | | | | | | |
| Missouri, Iowa and Nebraska: | | | | | | | 1st Mortgage gold, tax free..... | 8,000,000 | 7 | Jan. & July. | New York. | 1889 | 94 |
| 1st Mortgage gold, sinking fund. | | 7* | Jan. & Dec. | " | 1910 | .... | 2d Mortgage convertible..... | 2,500,000 | 7 | May & Nov. | " | 1893 | 82 |
| Missouri, Kansas and Texas: | | | | | | | 2d Mortgage non-convertible .. | 1,500,000 | 7 | " | " | 1893 | .... |
| 1st Mort. (U. Pac. S. Br.) sfg fund | 4,280,000 | 6* | Jan. & July. | New York. | 1899 | .... | New York, Providence & Boston: | | | | | | |
| 1st Mort. (Tebbo & Neesho) S. F. g'd | 2,000,000 | 7* | June & Dec. | " | 1903 | .... | 1st Mortgage..... | 132,000 | 6 | Feb. & Aug. | New York. | 1873-78 | .... |
| Consol. Land Grant, sfg fd gold | 7,833,000 | 7* | Feb. & Aug. | " | 1904 | .... | Improvement Bonds..... | 140,000 | 7 | Jan. & July. | " | 1876 | .... |
| Missouri River, Ft. Scott & Gulf: | | | | | | | Extension Bonds..... | 250,000 | 6 | May & Nov. | " | 1878-81 | .... |
| 1st Mortgage Land sfg fd, tax fr | 5,000,000 | 10 | Jan. & July. | New York. | 1899 | .... | General Mort. for \$1,000,000.... | 732,000 | 7 | " | " | 1890 | .... |
| 2d Mortgage..... | 2,000,000 | 10 | April & Oct. | N. Y. & Bos. | 744 | .... | N. York, West Shore & Chicago: | | | | | | |
| Mobile and Grand: | | | | | | | 1st Mortgage gold, \$35,000 p. m. | | | | | | |
| 1st Mortgage..... | 377,500 | 7 | Jan. & July. | New York. | 1876 | .... | Niles and New Lisbon: | | | | | | |
| 2d Mortgage..... | 300,000 | 7 | " | " | 1859 | .... | 1st Mortgage..... | 500,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| Mobile and Montgomery: | | | | | | | Norfolk County (B. H. & Erie): | | | | | | |
| 1st Mortgage endor. by Ala. gold | 2,500,000 | 8* | May & Nov. | New York. | 1900 | .... | 1st Mortgage, guaranteed..... | 414,350 | 6 | March & Sept. | Boston. | 1854 | .... |
| Mobile and Ohio: | | | | | | | Norfolk & Petersburg (A.M. & O.): | | | | | | |
| 1st Mortgage Sterling..... | 6,000,000 | 6* | May & Nov. | Mob. & Lond. | 1882 | .... | 1st Mortgage..... | 906,000 | 6 | Jan. & July. | New York. | 1877 | .... |
| Interest bonds | 804,400 | 8 | " | " | 1877 | .... | 2d Mortgage..... | 458,000 | 7 | " | Norfolk. | 1893 | .... |
| Interest bonds | 371,800 | 8 | " | " | 1883 | .... | North Eastern (S. Car.): | | | | | | |
| Interest (sterling) bonds..... | 755,040 | 6* | " | London. | 1883 | .... | 2d Mortgage of Sept. 1, 1869.... | 820,000 | 7 | March & Sept. | Charleston. | 1899 | .... |
| 2d Mort. (Income Liquidation)... | 943,121 | 8 | March. | Mobile. | 1877 | .... | 2d Mortgage of Sept. 1, 1869.... | 322,000 | 7 | " | " | 1899 | .... |
| Montclair (N. Y. & O. Mid.) | | | | | | | North Pennsylvania: | | | | | | |
| 1st Mortgage gold, guar..... | 1,200,000 | 7* | March & Sept. | New York. | .... | .... | 1st Mortgage..... | 2,225,000 | 6 | Jan. & July. | Philadelphia. | 1885 | 100 |
| 2d Mortgage..... | 400,000 | 7 | " | " | .... | .... | 2d Mortgage..... | 1,358,500 | 7 | May & Nov. | " | 1896 | 101 |
| Income Mortgage..... | 700,000 | 7 | " | " | .... | .... | Chattel Mortgage..... | 860,000 | 10 | April & Oct. | " | 1877 | 1144 |
| Montgomery and Bufala: | | | | | | | North Shore (L. I.) | | | | | | |
| 1st Mortgage end. by Ala. gold. | 1,040,000 | 6* | March & Sept. | New York. | 1880 | .... | 1st Mortgage..... | 155,000 | 7 | Feb. & Aug. | New York. | 1887 | .... |
| 1st Mortgage not endorsed | 300,000 | 8 | June & Dec. | " | 1900 | .... | Northern Central: | | | | | | |
| Monticello: | | | | | | | 1st Mortgage, Md. State loan.... | 1,500,000 | 6 | J. A. J. & O. | Baltimore. | 1885 | .... |
| 1st Mortgage..... | 420,000 | 8 | April & Oct. | New York. | 1910 | .... | 2d Mortgage sfg fd..... | 2,500,000 | 6 | Jan. & July. | " | 1885 | 98 |
| Monticello and Port Jervis: | | | | | | | 3d Mortgage sfg fd..... | 1,223,000 | 6 | April & Oct. | " | 1900 | 84 |
| 1st Mortgage gold, tax free..... | 650,000 | 7 | J. A. J. & O. | New York. | 1890 | .... | 3d Mortgage (Y. & Cumb.) guar. | 500,000 | 6 | Jan. & July. | " | 1877 | .... |
| Morris and Essex (D. L. & W.): | | | | | | | Consol. Mortgage gold..... | 2,495,000 | 6* | " | " | 1902 | 904 |
| 1st Mortgage sinking fund, guar. | 5,000,000 | 7 | March & Sept. | New York. | 1924 | 105 | Income Mortgage conv..... | 1,300,000 | 7 | April & Oct. | " | 1880 | .... |
| 2d Mortgage guar..... | 3,000,000 | 7 | Feb. & Aug. | " | 1891 | 103 | Northern New Hampshire: | | | | | | |
| Convertible bonds..... | 1,610,000 | 7 | Jan. & July. | " | 1900 | 904 | 1st Mortgage..... | 105,000 | 6 | April & Oct. | Boston. | 1874 | .... |
| Construction bonds of 1871..... | 2,900,000 | 7 | Feb. & Aug. | " | 1889 | 92 | Northern New Jersey (Erie): | | | | | | |
| | | | | | | | 1st Mortgage sfg fd guar..... | 400,000 | 7 | Jan. & July. | New York. | 1878 | .... |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|------------|-------|-------------------|---------------|-------|--------|---|-----------|-------|-------------------|----------------|-------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Northern Pacific: | | | | | | | Perkiomen (Phila. & Rdg): | | | | | | |
| 1st Mort. on R.R. & lands gold.. | 50,000pm | 7.3 | Jan. & July. | New York. | 1900 | 100 | 1st Mortgage, guaranteed..... | \$619,000 | 6 | April & Oct. | Philadelphia. | 1897 | 85 |
| Norwich & Worcester (B.H. & E.): | | | | | | | Perth Amboy & Woodbr.(C.&A.): | | | | | | |
| 1st Mort. Mass. Loan..... | \$400,000 | 6 | Jan. & July. | Boston. | 1877 | .... | 1st Mortgage..... | 100,000 | 6 | Feb. & Aug. | New York. | 1874 | .... |
| Plain Bonds..... | 200,000 | .... | " | " | 1874 | .... | Petersburg: | | | | | | |
| Machine shop &c., bonds..... | 150,000 | 7 | " | " | 1877 | .... | 1st Mortgage (instalments)..... | 341,500 | 8 | Jan. & July. | New York. | 79-88 | .... |
| Nyack and Northern: | | | | | | | Philadelphia and Baltimore Cent.: | | | | | | |
| 1st Mortgage..... | 100,000 | 7 | Jan. & July. | New York. | 1890 | .... | 1st Mortgage (Penn. Div. 3d m.)..... | 800,000 | 7 | Jan. & July. | Philadelphia. | 1879 | .... |
| Ogdensburg and Lake Champlain: | | | | | | | 1st Mortgage (Md. Div. 91 m.)..... | 300,000 | 6 | April & Oct. | " | 1891 | .... |
| Equipment Mortgage..... | 300,000 | 8 | Jan. & July. | Boston. | 1878 | 96 | 2d Mortgage (Pa. & Md. 46 m.)..... | 400,000 | 7 | Jan. & July. | " | 1900 | .... |
| Equipment Mortgage..... | 200,000 | 8 | " | " | 1879 | .... | Philadelphia and Reading: | | | | | | |
| Sinking Fund Bonds..... | 600,000 | 8 | March & Sept. | " | 1890 | .... | Loan of 1868..... | 1,139,500 | 6 | Jan. & July. | Philadelphia. | 1893 | 82 |
| Ohio and Mississippi: | | | | | | | Loan of 1870, convertible..... | 28,000 | 7 | " | " | 1890 | .... |
| 1st Mortgage, (E. Div.)..... | 2,050,000 | 7 | Jan. & July. | New York. | 1872 | .... | Mortgage Loan of 1857, conv..... | 96,000 | 6 | " | " | 1888 | .... |
| 1st Mortgage, (W. Div.)..... | 850,000 | 7 | " | " | 1872 | .... | Mort. Loans of 1843-44-45 & 49..... | 1,521,000 | 6 | " | " | 1880 | 94 |
| 2d Mortgage, (W. Div.)..... | 534,000 | 7 | " | " | 1874 | 85 | Mortgage Loan of 1868..... | 2,700,000 | 7 | April & Oct. | " | 1893 | 104 |
| Income Mort., (W. Div.)..... | 221,500 | 7 | April & Oct. | " | 1882 | .... | Mortgage Loan of 1838 sig..... | 182,400 | 8 | Jan. & July. | London. | 1880 | .... |
| Consolidated Mort..... | 2,761,000 | 7 | Jan. & July. | " | 1898 | 91 | Mortgage Loan of 1843 sig..... | 976,800 | 6 | " | " | 1880 | .... |
| Consolidated Mort. (sterling)..... | 101,850 | 7 | " | London. | 1898 | .... | Mortgage Loan of 1838 sig..... | 377,800 | 7 | " | " | 74-77 | .... |
| Oil Creek and Allegheny River: | | | | | | | Mortgage Loan of 1838 sig..... | 7,696,000 | 7 | June & Dec. | Philadelphia. | 1911 | 100 |
| 1st Mortgage (J. C. R. R.)..... | 1,500,000 | 7 | Feb. & Aug. | Philadelphia. | 1896 | 80 | Consolidated Dollar registered..... | 3,414,000 | 7 | " | " | 1911 | 102 |
| 1st Mortgage (War. & Fkin)..... | 580,000 | 7 | April & Oct. | " | 1882 | 83 | Mortgage Gold or sig coup..... | 7,000,000 | 6 | " | Phil. or Lond. | 1911 | 98 |
| Consolidated Mortgage..... | 1,100,000 | 7 | May & Nov. | " | 1888 | 71 | June 1, 1871. Gold or sig reg..... | 624,000 | 6 | " | " | 1911 | 97 |
| Old Colony and Newport: | | | | | | | Dollar coupon..... | 376,000 | 6 | " | Philadelphia. | 1911 | .... |
| Plain Bonds..... | 1,000,000 | 6 | March & Sept. | Boston. | 1876 | 96 | New debent. loan, conv..... | 2,305,630 | 7 | Jan. & July. | " | 1893 | 109 |
| Plain Bonds..... | 485,000 | 6 | April & Oct. | " | 1876 | 97 | Philadelphia, Wilmington & Balt.: | | | | | | |
| Plain Bonds..... | 1,450,000 | 7 | Feb. & Aug. | " | 1877 | 100 | Mortgage Loan, convertible..... | 345,800 | 6 | Jan. & July. | Philadelphia. | 1884 | 111 |
| Omaha and Northwestern: | | | | | | | Loan of 1866..... | 400,000 | 6 | April & Oct. | " | 1876 | 95 |
| 1st M. land grant, gold \$16,000pm | 16,000pm | 7.3 | Jan. & July. | New York. | 1901 | .... | Loan of 1867..... | 1,000,000 | 6 | " | " | 1887 | .... |
| Omaha and Southwestern: | | | | | | | Pickering Valley (Phila. & Rdg): | | | | | | |
| 1st Mortgage \$20,000 p. m..... | 1,000,001 | 8 | June & Dec. | Boston. | 1896 | 87 | 1st Mortgage, guaranteed..... | 350,300 | 7 | April & Oct. | Philadelphia. | 1900 | .... |
| Orange, Alexandria & Manassas: | | | | | | | Pittsburg, Cin. & St. Louis (Pa.): | | | | | | |
| 1st Mort. (Alex. to Gordonsville)..... | 400,000 | 6 | May & Nov. | New York. | 1873 | 96 | Consol. Mortgage for \$10,000,000..... | 6,212,000 | 7 | Feb. & Aug. | Philadelphia. | 1900 | 754 |
| 2d Mort. (Charlotte to Lynchb.)..... | 1,155,500 | 6 | Jan. & July. | " | 1876 | 88 | 1st Mort. (Stenb. & Ind.) conv..... | 3,000,000 | 6 | monthly. | New York. | 1884 | .... |
| 3d Mort. "..... | 598,000 | 8 | May & Nov. | Richmond. | 1873 | 89 | 1st Mort. (Ct. & New k 33m) conv..... | 778,000 | 7 | Jan. & July. | Philadelphia. | 1890 | .... |
| 4th Mort. "..... | 574,000 | 8 | March & Sept. | Alexandria. | 1880 | 81 | Pittsburg & Connellsville: | | | | | | |
| Consolidated Mort..... | 1,648,500 | 7 | Jan. & July. | New York. | 1882 | 79 | 1st Mortgage of 1868, tax free..... | 4,000,000 | 7 | Jan. & July. | Baltimore. | 1898 | 93 |
| Orange and Newark: | | | | | | | 2d Mort. (Balt. Loan) of 1868..... | 1,000,000 | 6 | " | " | 1888 | .... |
| 1st Mortgage..... | 548,000 | 6 | May & Nov. | Newark. | 1881 | .... | 1st Mort. (Turtle Cr. Div. 104 m)..... | 400,000 | 6 | Feb. & Aug. | Pittsburg. | 1889 | .... |
| Osage Valley & Southern Kansas: | | | | | | | Pittsburg, Ft. Wayne & Chicago: | | | | | | |
| 1st Mortgage (6-20 years)..... | 200,000 | 10 | Jan. & July. | New York. | 1888 | .... | 1st Mortgage (Series A)..... | 875,000 | 7 | Jan. & July. | New York. | 1912 | 106 |
| Oshkosh & Miss. (M. & S. P.): | | | | | | | 1st Mortgage (Series B)..... | 875,000 | 7 | Feb. & Aug. | " | 1912 | .... |
| 1st Mortgage..... | 240,080 | 8 | Jan. & July. | New York. | 1891 | .... | 1st Mortgage (Series C)..... | 875,000 | 7 | March & Sept. | " | 1912 | .... |
| Oswego and Rome (E.W. & O.): | | | | | | | 1st Mortgage (Series D)..... | 875,000 | 7 | April & Oct. | " | 1912 | .... |
| 1st Mortgage..... | 500,000 | 7 | May & Nov. | New York. | 1916 | .... | 1st Mortgage (Series E)..... | 875,000 | 7 | May & Nov. | " | 1912 | .... |
| Income Mortgage..... | 112,100 | 6 | Feb. & Aug. | " | 1891 | .... | 1st Mortgage (Series F)..... | 875,000 | 7 | June & Dec. | " | 1912 | .... |
| Oswego and Syracuse (D.L. & W.): | | | | | | | 2d Mortgage (Series G)..... | 800,000 | 7 | Jan. & July. | " | 1912 | .... |
| 1st Mortgage, guaranteed..... | 183,000 | 7 | May & Nov. | New York. | 1885 | .... | 2d Mortgage (Series H)..... | 800,000 | 7 | Feb. & Aug. | " | 1912 | .... |
| Ottawa, Oswego & Fox River: | | | | | | | 2d Mortgage (Series I)..... | 800,000 | 7 | March & Sept. | " | 1912 | .... |
| 1st Mortgage guar. by (U.B. & Q.) | 1,200,000 | 8 | Jan. & July. | Boston. | 1900 | 100 | 2d Mortgage (Series J)..... | 800,000 | 7 | April & Oct. | " | 1912 | .... |
| Owensboro' and Russellville: | | | | | | | 2d Mortgage (Series K)..... | 800,000 | 7 | May & Nov. | " | 1912 | .... |
| 1st Mortgage for \$1,800,000..... | 1,800,000 | 8 | Feb. & Aug. | New York. | 1887 | .... | 2d Mortgage (Series L)..... | 800,000 | 7 | June & Dec. | " | 1912 | .... |
| Pacific of Missouri (Atl. & Pac.): | | | | | | | 2d Mortgage (Series M)..... | 800,000 | 7 | April & Oct. | " | 1912 | 98 |
| 1st Mortgage gold..... | 7,000,000 | 6 | Feb. & Aug. | New York. | 1888 | 86 | 3d Mortgage..... | 2,000,000 | 7 | April & Oct. | " | 1912 | .... |
| 2d Mortgage..... | 3,000,000 | 7 | Jan. & July. | " | 1891 | 77 | Bridge (O. & P. R. R.) bonds..... | 163,000 | 7 | May & Nov. | " | 1876 | .... |
| Income Bonds..... | 1,500,000 | 7 | " | " | 1892 | .... | Equipment Mort. of Mar. 1, 1869 | 1,000,000 | 8 | March & Sept. | " | 1874 | 101 |
| St. Louis County Bonds..... | 700,800 | 7 | Monthly. | St. Louis. | 1885 | .... | Construction bonds of Jan. 1, '70 | 100,000 | 7 | Jan. & July. | " | 1877 | .... |
| 1st Mort. (Lex. & St. Louis) gold | 1,000,000 | 6 | Jan. & July. | New York. | 1887 | .... | Plymouth, Kankakee & Pacific: | | | | | | |
| 1st Mortgage (Lea. Atch & Nev.) | 500,000 | 7 | April & Oct. | " | 1889 | .... | 1st Mortgage for \$3,000,000..... | .... | 7 | Jan. & July. | .... | 1901 | .... |
| Paducah and Memphis: | | | | | | | 1st Mortgage gold, for \$1,800,000..... | .... | 7 | May & Nov. | New York. | 1889 | 80 |
| 1st Mortgage gold for \$2,805,000. | 1,071,000 | 7 | Feb. & Aug. | New York. | 1892 | .... | Portland & Ogdensburg (Me. & N.H.): | | | | | | |
| Panama: | | | | | | | 1st Mort. (Maine Section) gold..... | 800,000 | 6 | Jan. & July. | Boston. | 1900 | .... |
| 1st Mortgage, sig £19,350..... | 93,847 | 7 | April & Oct. | London. | 1875 | .... | Consol. Mort. gold, for \$3,300,000..... | .... | 6 | May & Nov. | " | 1901 | .... |
| General Mortgage, sig £597,900. | 3,869,330 | 7 | " | " | 1897 | .... | Portland and Ogdensburg (Vt.): | | | | | | |
| Paris and Decatur: | | | | | | | 1st Mortgage gold, for \$2,300,000..... | .... | 6 | May & Nov. | Boston. | 1891 | .... |
| 1st Mortgage gold..... | 1,200,000 | 7 | Jan. & July. | New York. | 1901 | .... | Portland and Oxford Central: | | | | | | |
| 1st Mortgage guaranteed..... | 500,000 | 7 | Jan. & July. | New York. | 1878 | .... | 1st Mortgage of 1893..... | 250,000 | 6 | Jan. & July. | Portland. | 1883 | .... |
| Pekin, Linc. & Decatur (T.W. & W.): | | | | | | | Portland and Rochester: | | | | | | |
| 1st Mortgage, guaranteed..... | 1,076,000 | 7 | Feb. & Aug. | New York. | 1900 | 88 | 1st Mort. (Portland Loan) skg f'd..... | 700,000 | 6 | Jan. & July. | Portland. | 1887 | .... |
| Pemberton & Hights (U.C. of N.J.): | | | | | | | 1st Mortgage (equal lien)..... | 350,000 | 7 | April & Oct. | Boston. | 1887 | .... |
| 1st Mortgage guaranteed..... | 160,000 | 7 | Jan. & July. | Philadelphia. | 1889 | .... | 2d Mort. Sept. 1, 1871 for \$450,000..... | .... | 7 | March & Sept. | " | 1891 | .... |
| Pemberton & N. York (N.J.S.): | | | | | | | Port Royal (S. C.): | | | | | | |
| 1st Mortgage, guaranteed..... | 500,000 | 7 | ..... | New York | .... | .... | 1st Mortgage gold, skg f'd..... | 1,500,000 | 7 | May & Nov. | N.Y. & Lond. | 1889 | .... |
| Peninsular Railway: | | | | | | | 1st Mort. gold, guar. by Ga. Co. | 1,000,000 | 7 | " | " | 1889 | .... |
| 1st Mortgage gold (S.F.) 1st series | 1,800,000 | 7 | May & Nov. | N.Y. & Lond. | 1899 | .... | Poukeepsie and Eastern: | | | | | | |
| 1st Mortgage gold (S.F.) 2d series | 979,000 | 7 | " | " | 1900 | .... | 1st Mort. gold, conv. & tax free..... | 800,000 | 7 | Jan. & July. | New York. | 1910 | .... |
| Pennsylvania: | | | | | | | Providence and Worcester: | | | | | | |
| 1st Mortgage (Harr. to Pbg)..... | 4,972,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 100 | 1st Mortgage..... | 300,000 | 6 | Jan. & July. | Providence. | 1880 | .... |
| 2d Mortgage (")..... | 2,594,000 | 6 | April & Oct. | " | 1875 | 99 | Quincy, Alton and St. Louis: | | | | | | |
| 2d Mortgage (")..... | 2,282,240 | 6 | " | London. | 1875 | .... | 1st Mortgage gold..... | 850,000 | 7 | May & Nov. | Philadelphia. | 1882 | .... |
| General Mortgage (coup. & reg.) | 18,604,500 | 6 | J. A. J. & O. | Philadelphia. | 1910 | 91 | Quincy and Toledo (T.W. & W.): | | | | | | |
| State lien for \$17,500,000, skg f'd | 5,768,906 | 6 | April & Oct. | Harrisburg. | 72-90 | .... | 1st Mortgage, guaranteed..... | 500,000 | 7 | May & Nov. | New York. | 1890 | 90 |
| Pennsylvania Coal: | | | | | | | Quincy & Warsaw (C.B. & Q.): | | | | | | |
| 1st Mortgage..... | 542,500 | 7 | Feb. & Aug. | New York. | 1881 | .... | 1st Mortgage, guaranteed..... | 800,000 | 8 | Jan. & July. | Boston. | 1890 | 97 |
| Pennsylvania and Delaware: | | | | | | | Reading and Columbia (P. & R.): | | | | | | |
| 1st Mortgage..... | 360,000 | 7 | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|-------------|-------|-------------------|----------------|------|--------|-------------------------------------|-----------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Rockford, R. Island & St. Louis: | | | | | | | St. Louis and Pacific: | | | | | | |
| 1st Mortgage tax free..... | \$9,000,000 | 7* | Feb. & Aug. | N. Y. & Lond. | 1918 | .... | 1st Mortgage gold..... | \$200,000 | 6* | Jan. & July. | Boston. | 1898 | .... |
| Ronne, Watertown & Ogdensburg: | | | | | | | Somerset (Me. Central): | | | | | | |
| 1st Mortgage (W. & R.) Sfg Fund | 799,900 | 7 | March & Sept. | New York. | 1880 | .... | 1st Mortgage gold..... | 560,000 | 7* | June & Dec. | Boston. | 1891 | .... |
| 1st Mort. (Potsdam & Watert.) | 327,000 | 7 | June & Dec. | " | " | " | South Carolina: | | | | | | |
| Consolidated Mort. Sfg Fund... | 824,500 | 7 | " | " | " | " | 1st Mortgage Sterling..... | 1,407,270 | 5* | Jan. & July. | London. | '82-'88 | .... |
| Rondout and Oswego: | | | | | | | 1st Mortgage (L.) currency..... | 807,500 | 7 | " | New York. | '82-'88 | .... |
| 1st Mortgage, gold \$20,000 p.m. | ..... | 7* | Jan. & July. | New York. | 1890 | .... | Domestic (H.) Bonds..... | 192,500 | 7 | April & Oct. | Charleston. | 1872 | .... |
| Rutland (Verm. Cen. & Can.): | | | | | | | Domestic (G) Bonds..... | 342,500 | 6 | Jan. & July. | " | '78-'74 | .... |
| Equipment Mortgage, tax free... | 500,000 | 7 | May & Nov. | Boston. | 1880 | 82 1/2 | Domestic (I) Bonds..... | 1,470,000 | 7 | April & Oct. | " | '88-'91 | .... |
| Equipment Mortgage..... | 500,000 | 8 | March & Sept. | " | 1880 | 93 | Domestic Bonds..... | 76,000 | 6 | Jan. & July. | " | '80-'92 | .... |
| Saint Croix and Penobscot: | | | | | | | Domestic (special) Bonds..... | 71,260 | 7 | various. | " | '72-'74 | .... |
| 1st Mort. (Cal. & Baring)..... | 95,200 | 6 | Jan. & July. | Calais, Me. | 1879 | .... | South Florida: | | | | | | |
| 2d Mort. ("")..... | 17,500 | 6 | " | " | 1879 | .... | 1st M. endor. by State \$16,000pm | ..... | 8 | ..... | ..... | .... | .... |
| Calais Loan (Lewey's Island)... | 180,000 | 6 | June & Dec. | " | 1878 | .... | South Georgia & Florida (A. & G.): | | | | | | |
| St. Joseph & Denver City: | | | | | | | 1st Mort. assumed by Atl. & Gulf | 464,000 | 7 | May & Nov. | New York. | 1888 | .... |
| 1st Mort. (E. D.) gold tax free... | 1,512,000 | 8* | Feb. & Aug. | N. Y. or Lond. | 1899 | .... | 2d Mort. " " " " | 200,000 | 7 | " | " | 1889 | .... |
| 1st M. (W. D.) land grant, g'd tax fr | 15,000pm | 8* | " | " | 1900 | .... | South Mountain Iron (Cumb. Val.): | | | | | | |
| St. Louis, Alton and Terre Haute: | | | | | | | 1st Mortgage guaranteed..... | 200,000 | 6 | June & Dec. | Philadelphia. | 1888 | .... |
| 1st Mortgage (Series A) skg f'd. | 1,100,000 | 7 | Jan. & July. | New York. | 1894 | 102 | 2d Mortgage for \$200,000..... | 179,000 | 7 | March & Sept. | " | 1884 | .... |
| 1st Mortgage (Series B) skg f'd. | 1,100,000 | 7 | April & Oct. | " | 1894 | .... | South and North Alabama: | | | | | | |
| 2d Mortgage preferred (Series C) | 1,400,000 | 7 | Feb. & Aug. | " | 1894 | 90 | 1st Mort., endor. by Ala., gold... | 22,000pm | 8* | Jan. & July. | New York. | 1890 | .... |
| 2d Mortgage preferred (Series D) | 1,400,000 | 7 | May & Nov. | " | 1894 | .... | South Pacific (Atl. & Pac.): | | | | | | |
| 2d Mortgage Income (Series E) | 1,700,000 | 7 | " | " | 1884 | 79 1/2 | 1st Mortgage gold, assumed.... | 7,150,000 | 6* | Jan. & July. | New York. | 1888 | .... |
| Equipment Mortgage..... | 300,000 | 10 | March & Sept. | " | 1894 | .... | South Shore (Mass.): | | | | | | |
| St. Louis, Coun. Bluffs & Omaha: | | | | | | | 1st Mortgage, sinking fund..... | 150,000 | 6 | April & Oct. | Boston. | 1880 | 94 |
| 1st Mortgage, gold \$10,000..... | ..... | 7* | Jan. & July. | New York. | 1901 | .... | South Side (L. I.): | | | | | | |
| St. Louis and Iron Mountain: | | | | | | | 1st Mortgage, Mar. 1, 1887..... | 2,250,000 | 7 | Mar. & Sept. | New York. | 1887 | .... |
| 1st Mortgage..... | 4,000,000 | 7 | Feb. & Aug. | New York. | 1892 | 100 | South Side, Va. (A.M. & O.): | | | | | | |
| St. Louis, Jacksonv. & Chic. (C. & A.): | | | | | | | 1st preferred bonds..... | 675,000 | 8 | Jan. & July. | New York. | '84-'90 | .... |
| 1st Mortgage Mar. 16, 1884 guar. | 2,929,000 | 7 | April & Oct. | New York. | 1894 | 91 | 2d preferred bonds..... | 617,000 | 6 | " | " | '84-'90 | 65 |
| 2d Mortgage May 1, 1884 guar. | 548,000 | 7 | Jan. & July. | " | 1898 | .... | 3d preferred bonds..... | 448,500 | 6 | " | " | '84-'90 | .... |
| St. Louis, Kansas City & North: | | | | | | | Southern Central: | | | | | | |
| 1st Mortgage (late North Mo.)... | 6,000,000 | 7 | Jan. & July. | New York. | 1901 | 89 | 1st Mortgage, skg fund conv.... | 1,500,000 | 7 | Jan. & July. | New York. | 1900 | .... |
| 1st Mortgage gold, guaranteed... | 1,000,000 | 6* | Jan. & July. | New York. | 1901 | .... | Southern Iowa and Cedar Rapids: | | | | | | |
| 1st Mortgage and South Eastern: | | | | | | | 1st Mortgage gold..... | 1,500,000 | 7* | May & Nov. | New York. | 1900 | .... |
| 1st Mort. gold skg fund conv.... | 2,250,000 | 7 | May & Nov. | New York. | 1894 | .... | Southern Minnesota: | | | | | | |
| 1st M. (Evans D.) gold skg f'd, con | 1,000,000 | 7 | " | " | 1896 | .... | 1st Mortgage land grant tax free | 3,600,000 | 8 | April & Oct. | New York. | '78-'88 | .... |
| St. Louis and St. Joseph: | | | | | | | 2d Mortgage, land grant..... | 3,000,000 | 7 | Jan. & July. | " | 1890 | .... |
| 1st Mortgage gold..... | 1,000,000 | 6* | May & Nov. | New York. | 1893 | .... | Southern (Cal.) Pacific: | | | | | | |
| St. Louis, Van. & T. H. (T.H. & L.): | | | | | | | 1st Mortgage gold for \$28,000,000. | 5,750,000 | 6* | ..... | ..... | .... | .... |
| 1st Mortgage, guaranteed..... | 1,899,000 | 7 | Jan. & July. | New York. | 1897 | .... | Southern Pennsylvania: | | | | | | |
| 2d Mortgage, (A.) guaranteed.... | 1,600,000 | 7 | May & Nov. | " | 1898 | .... | 1st Mortgage gold..... | 625,000 | 7* | March & Sept. | Philadelphia. | 1890 | .... |
| 2d Mortgage (B.) convertible.... | 1,000,000 | 7 | " | " | 1898 | .... | 2d Mortgage gold..... | 88,000 | 7* | " | " | 1890 | .... |
| Income Mortgage..... | 799,000 | 7 | March 1. | Pittsburg. | 1891 | .... | South Western (Cen. of Ga.): | | | | | | |
| St. Paul and Chicago (M. & St. P.): | | | | | | | Plain Bonds, various conv.... | 391,000 | 7 | various. | Macon. | '72-'86 | .... |
| 1st M. land gr. gold skg f'd endor. | 4,000,000 | 7* | J. A. J. & O. | New York. | 1900 | .... | 1st Mortgage (Muscoogee) conv. | 300,000 | 7 | " | " | '72-'76 | .... |
| St. Paul and Pacific 1st Division: | | | | | | | Spartanburg and Union: | | | | | | |
| 1st Mort. (St. P. to St. Anth.) 10m. | 120,000 | 8 | March & Sept. | New York. | 1892 | .... | 1st Mortgage, end. by S. Car... | 350,000 | 7 | Jan. & July. | Charleston. | 1879 | .... |
| 1st Mort. (St. Paul to Wab.) 70 m. | 700,000 | 7 | Jan. & July. | " | 1892 | .... | 1st Mortgage not endorsed.... | 198,370 | 7 | " | " | 1879 | .... |
| 2d M. (N. Line) 80 m. & 1st land gr. | 1,200,000 | 7 | June & Dec. | " | 1892 | .... | Springfield & Illinois S. Eastern: | | | | | | |
| General Mort. (R. R. & Lands)... | 2,020,000 | 7 | Jan. & July. | " | .... | .... | 1st Mortgage gold, tax free..... | 3,400,000 | 7* | Feb. & Aug. | New York. | 1900 | .... |
| 1st M. (W. Line) R.R. & Lands... | 1,000,000 | 7 | " | London. | .... | .... | 2d Mortgage gold, tax free..... | 1,000,000 | 7* | " | " | 1900 | .... |
| 2d M. (W. Line) R.R. & Lands... | 6,000,000 | 7 | " | New York. | .... | .... | Springfield and Northwestern: | | | | | | |
| St. Paul and Sioux City: | | | | | | | 1st Mortgage gold, skg fund.... | 20,000pm | 7* | Feb. & Aug. | New York. | 1901 | .... |
| 1st Mortgage \$16,000 p. m. | 2,000,000 | 7 | Jan. & July. | New York. | 1896 | .... | Staten Island: | | | | | | |
| Land Stock on 400,000 acres.... | 2,400,000 | 8 | J. A. J. & J. | " | 1890 | .... | 1st Mortgage..... | 200,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| St. Paul, Stillwater & Taylor's F.: | | | | | | | Sterling Mountain: | | | | | | |
| 1st Mortgage for \$460,000..... | ..... | 8 | Jan. & July. | New York. | 1901 | .... | 1st Mortgage..... | 350,000 | 7 | Jan. & July. | New York. | 1874 | .... |
| Salem (W. Jer.): | | | | | | | Sullivan (Verm. Central): | | | | | | |
| 1st Mortgage guar..... | 100,000 | 6 | Jan. & July. | Philadelphia. | 1878 | 92 1/2 | 1st Mortgage..... | 500,000 | 6 | Jan. & July. | Boston. | 1875 | .... |
| Salem and Lowell (B. & L.): | | | | | | | 2d Mortgage..... | 250,000 | 6 | Feb. & Aug. | " | 1880 | .... |
| 1st Mortgage..... | 226,900 | 6 | Feb. & Aug. | Boston. | 1878 | 95 | Sullivan and Erie: | | | | | | |
| Sand, Mansfield & Newark (C. & O.): | | | | | | | 1st Mortgage, skg fund..... | 1,000,000 | 7 | May & Nov. | New York. | 1886 | .... |
| 1st Mortgage guaranteed..... | 2,525,000 | 7 | Jan. & July. | New York. | 1909 | .... | Summit Branch: | | | | | | |
| San Fran., Oakland & Alameda: | | | | | | | 1st Mortgage..... | 174,000 | 6 | Jan. & July. | Philadelphia. | 1875 | 90 1/2 |
| 1st Mortgage gold..... | 1,500,000 | 8* | Jan. & July. | New York. | .... | .... | Sunbury and Lewiston: | | | | | | |
| 1st Mortgage, guaranteed..... | 400,000 | 7 | March & Sept. | New York. | 1886 | .... | 1st Mortgage gold..... | 1,200,000 | 7* | April & Oct. | Philadelphia. | 1890 | 50 |
| Savannah and Charleston: | | | | | | | Superior and St. Croix: | | | | | | |
| 1st Mortgage (Sav. & Char.) bonds | 500,000 | 7 | Jan. & July. | New York. | 1889 | .... | 1st Mortgage, \$16,000 p. m. | ..... | 8 | ..... | ..... | .... | .... |
| State guaranteed (C. & S.) bonds. | 505,000 | 6 | May & Nov. | Charleston. | 1870 | .... | Superior and Northwestern: | | | | | | |
| Funded Interest bonds..... | 157,400 | 7 | " | " | 1889 | .... | 1st Mortgage, \$16,000..... | ..... | 8 | ..... | ..... | .... | .... |
| Savannah, Griffin & North Ala.: | | | | | | | Sussex (N. J.): | | | | | | |
| 1st Mortgage for \$500,000 guar... | 152,000 | 7 | Jan. & July. | Macon. | 1891 | .... | 1st Mortgage..... | 1,000,000 | 7 | ..... | New York. | .... | .... |
| Savannah and Memphis: | | | | | | | Swedesboro (W. Jer.): | | | | | | |
| 1st Mortgage gold, endor..... | 14,000pm | 8* | May & Nov. | New York. | 1890 | .... | 1st Mortgage, guaranteed..... | 200,000 | 7 | April & Oct. | Sussex. | 1878 | .... |
| Schenectady & Susq. (D. & H. Can.): | | | | | | | Syracuse, Bing. & N.Y. (D.L. & W.): | | | | | | |
| 1st Mortgage gold, tax free..... | 300,000 | 7* | Jan. & July. | New York. | 1900 | .... | 1st Mortgage (W. Div.) 117 m... | 1,800,000 | 6 | Jan. & July. | Camden. | .... | .... |
| Seaboard and Roanoke: | | | | | | | 2d Mortgage..... | 1,400,000 | 7 | April & Oct. | New York. | 1879 | .... |
| 1st Mortgage..... | 210,000 | 7 | Jan. & July. | New York. | 1800 | .... | Syracuse and Chenango Valley: | | | | | | |
| Seima and Gulf: | | | | | | | 1st Mort. gold, for \$500,000.... | ..... | 7* | Feb. & Aug. | New York. | 1891 | .... |
| 1st M. guar. by Ala. \$16,000pm. | ..... | 8* | April & Oct. | New York. | 1890 | .... | Tebo and Neosho (M. K. C. & T.): | | | | | | |
| Seima, Marion and Memphis: | | | | | | | 1st Mortgage gold, skg fund.... | 1,168,000 | 7* | June & Dec. | New York. | 1903 | .... |
| 1st M. gold gr. by Ala. \$16,000pm. | ..... | 8* | March & Sept. | New York. | 1889 | .... | Terre Haute & Indianapolis: | | | | | | |
| 2d Mortgage, tax free..... | 5,000,000 | 7 | April & Oct. | New York. | 1887 | .... | 1st Mortgage..... | 800,000 | 7 | April & Oct. | New York. | 1897 | .... |
| Equipment Mortgage..... | 230,000 | 10 | " | " | 1881 | .... | Flora: | | | | | | |
| Shamokin Valley & Pottaw. (N. C.): | | | | | | | 1st Mortgage..... | 243,000 | 7 | May & Nov. | New York. | 1872 | .... |
| 1st Mortgage, guaranteed..... | 700,000 | 7 | Feb. & Aug. | Philadelphia. | 1872 | .... | Coledo, Peoria and Warsaw: | | | | | | |
| Sheboygan and Fond du Lac: | | | | | | | 1st Mortgage (E. Div.) 110 m... | 1,000,000 | 7 | June & Dec. | New York. | 1894 | 91 |
| 1st Mortgage..... | 729,000 | 7 | June & Dec. | New York. | 1884 | .... | 1st Mortgage (W. Div.) 117 m... | 1,800,000 | 7 | Feb. & Aug. | " | 1896 | 90 |
| 1st Mortgage extension..... | 694,000 | 6 | April & Oct. | " | 1886 | .... | 2d Mortgage (W. Div.) 117 m... | 1,300,000 | 7 | April & Oct. | " | 1886 | 75 |
| Shenango and Allegheny: | | | | | | | Equipment Mort. sinking fund... | 94,000 | 8 | Jan. & July. | " | 1879 | .... |
| 1st Mortgage for \$1,000,000.... | 688,000 | 7 | April & Oct. | New York. | 1889 | .... | Consol. Mort. 227 m. \$6,500,000. | 1,408,000 | 7 | May & Nov. | " | 1910 | 85 1/2 |
| Shenango Valley (Cl.): | | | | | | | 1st Mortgage (Burl. Br.) 19 m... | 250,000 | 7 | June & Dec. | " | 1920 | 83 1/2 |
| 1st Mortgage..... | 350,000 | 7 | April & Oct. | New York. | 1891 | .... | Tom's River & Water. (N. J. So.): | | | | | | |
| Shore Line (N. Y. & N. H.): | | | | | | | 1st Mortgage guaranteed..... | 80,500 | 7 | ..... | New York. | 1888 | .... |
| 1st Mortgage construction..... | 200,000 | 7 | March & Sept. | Boston. | 1880 | .... | Troy & Bennington (T. &): | | | | | | |
| Sioux City and St. Paul: | | | | | | | 1st Mortgage skg fund, war.... | 100,000 | 7 | Jan. & July. | Troy. | 1878 | .... |
| 1st Mortgage..... | 700,000 | 8 | May & Nov. | New York. | 1901 | .... | Troy and Boston: | | | | | | |
| Land Grant Mortgage gold..... | 500,000 | 7* | Jan. & July. | " | .... | .... | 1st Mortgage..... | 300,000 | 7 | Jan. & July. | New York. | 1887 | .... |
| | | | | | | | 2d Mortgage..... | 300,000 | 7 | April & Oct. | " | 1885 | .... |
| | | | | | | | 3d Mortgage..... | 650,000 | 7 | May & Nov. | " | 1875 | .... |
| | | | | | | | Convertible Bonds..... | 648,000 | 7 | " | " | 1882 | .... |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|------------|-------|-------------------|----------------|---------|--------|---------------------------------------|-----------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Toledo, Wabash and Western: | | | | | | | Western Maryland: | | | | | | |
| 1st Mort. (Tol. & Ill. 75 m.).... | \$900,000 | 7 | Feb. & Aug. | New York. | 1890 | 99 | 1st Mortgage..... | \$400,000 | 6 | Jan. & July. | Baltimore. | 1890 | 80 |
| 1st M. (L. Erie. W. & St. L. 167 m.).... | 2,500,000 | 7 | " | " | 1890 | 99 | 1st Mort. endor. by Balt..... | 200,000 | 6 | " | " | 1890 | 97 |
| 1st Mort. (Gt. W. R. R. W. D. 100m) | 4,000 | 10 | April & Oct. | " | 1868 | 97 | 2d Mort. "..... | 30,000 | 6 | " | " | 1890 | 97 |
| 1st M. (Gt. W. Rwy of '59, 181m) | 2,500,000 | 7 | Feb. & Aug. | " | 1898 | 91 | 2d Mort. endor. by Wash. Co. | 300,000 | 6 | " | " | 1890 | 84 |
| 1st Mort. (Quincy & Tol 34 m.).... | 500,000 | 7 | May & Nov. | " | 1890 | 91 | 2d Mortgage preferred..... | 600,000 | 6 | " | " | 1895 | 70 |
| 1st Mort. (Ill. & So. Iowa 42 m.).... | 300,000 | 7 | Feb. & Aug. | " | 1882 | 88 | 3d Mortgage endor. by Balt..... | 875,000 | 6 | " | " | 1900 | 97 |
| 2d Mort. (Tol. & Wabash 75 m.).... | 1,000,000 | 7 | May & Nov. | " | 1878 | 93 | Western Pacific (Cen. Pac.): | | | | | | |
| 2d Mort. (T. Wab. & Wt. 167 m.).... | 1,500,000 | 7 | " | " | 1871 | 93 | 1st Mortgage assumed, gold..... | 2,735,000 | 6* | Jan. & July. | New York. | 1899 | 92 |
| 2d M. (Gt. W. Rwy of '59, 181m.).... | 2,500,000 | 7 | " | " | 1893 | 86 | Western Pennsylvania (Penn.): | | | | | | |
| Equipment (Tol. & Wab. 75m.).... | 600,000 | 7 | " | " | 1883 | 83 | 1st Mortgage (main line 57 m.).... | 800,000 | 6 | April & Oct. | Philadelphia. | 1893 | 80 |
| Consol. Mortgage (500 m.).... | 2,700,000 | 7 | F. M. A. & N. | " | 1907 | 85 | 1st Mortgage (Pittsb. Br. 28 m.).... | 1,000,000 | 6 | Jan. & July. | " | 1896 | .... |
| 1st M. (Dec. & East St. L. 109m.).... | 2,700,000 | 7 | " | " | 1900 | 91 | Western Union (M. & St. P.): | | | | | | |
| Troy, Salem & Rutland (R. & Sar.): | | | | | | | 1st Mortgage for \$5,000,000..... | 3,275,000 | 7 | Jan. & July. | New York. | 1896 | .... |
| 1st Mortgage, guaranteed..... | 500,000 | 7 | May & Nov. | New York. | 1890 | .... | West Jersey: | | | | | | |
| Troy Union (and Depot): | | | | | | | Loan of Mar. 1, 1863, gr. by C. & A. | 400,000 | 6 | March & Sept. | Camden. | 1888 | .... |
| 1st Mortgage, guaranteed..... | 500,000 | 6 | Jan. & July. | New York. | 1873 | .... | 1st Mortgage, Jan. 1, 1866..... | 1,000,000 | 6 | Jan. & July. | " | 1890 | 93 |
| 2d Mortgage, guaranteed..... | 180,000 | 6 | " | " | 1878 | .... | Consolidated mort. Apr. 1, 1869. | 998,000 | 7 | April & Oct. | " | 1899 | 102 |
| Tuckerton: | | | | | | | West Wisconsin: | | | | | | |
| 1st Mortgage..... | 400,000 | 7 | April & Oct. | Philadelphia. | 1901 | .... | 1st Mort. land gr. gold skg fund | 4,000,000 | 7* | Jan. & July. | N.Y. or Lond. | 1896 | 84 |
| Union Pacific: | | | | | | | Whitehall & Plattsburg (M. & P.): | | | | | | |
| 1st Mortgage gold, tax free..... | 27,237,000 | 6* | Jan. & July. | N. Y. & Bos. | '96-'99 | 82 | 1st Mortgage..... | 260,000 | 6 | Jan. & July. | Philadelphia. | 1888 | .... |
| 2d Mortgage (Gov. subsidy)..... | 27,236,000 | 6 | " | " | '96-'99 | 82 | Wicomco and Pocomoke: | | | | | | |
| 1st Mort. Land Grant..... | 9,193,000 | 7 | April & Oct. | " | 1889 | 71 | 1st Mortgage..... | 200,000 | 7 | Jan. & July. | New York. | 1873 | .... |
| Income Mortgage..... | 10,000,000 | 10 | March & Sept. | " | 1874 | 59 | Williamston and Tarboro': | | | | | | |
| Omaha Bridge B'ds, skg \$250,000 | 2,500,000 | 8* | April & Oct. | London. | 1896 | .... | 1st Mortgage..... | 350,000 | 8 | May & Nov. | New York. | 1900 | .... |
| Union Pacific (Central Div.): | | | | | | | Wilmington, Colum. & Augusta: | | | | | | |
| 1st Mortgage gold, tax free..... | 1,000,000 | 6* | May & Nov. | New York. | 1896 | .... | 1st Mortgage..... | 3,200,000 | 7 | June & Dec. | Baltimore. | 1900 | 78 |
| 2d Mortgage (Gov. subsidy)..... | 1,000,000 | 6 | Jan. & July. | " | '96-7-5 | .... | Wilm. Charlotte & Rutherford: | | | | | | |
| Union Pacific, S. Br. (M. & T.): | | | | | | | 1st mortgage..... | 1,500,000 | 8 | Jan. & July. | New York. | 1897 | .... |
| 1st Mortgage gold, skg fund..... | 3,595,000 | 6* | Jan. & July. | New York. | 1899 | .... | 1st Mortgage, endor. by N. Car. | 1,000,000 | 8 | " | " | 1897 | .... |
| Union & Titusville (O. C. & A. Riv.): | | | | | | | Wilmington and Reading: | | | | | | |
| 1st Mortgage..... | 500,000 | 7 | Jan. & July. | New York. | 1890 | .... | 1st Mortgage..... | 1,250,000 | 7 | April & Oct. | Philadelphia. | 1900 | 99 |
| United Companies of New Jer.: | | | | | | | 2d Mortgage coupon or regis.... | 725,000 | 7 | Jan. & July. | " | 1902 | 83 |
| Sinking Fund sterling \$262,000. | 1,268,080 | 6* | Jan. & July. | London. | 1880 | .... | Wilmington and Weldon: | | | | | | |
| Loan of 1875 (Joint Companies) | 675,008 | 6* | April & Oct. | Philadelphia. | 1875 | 98 | Sterling Bonds..... | 648,700 | 6* | Jan. & July. | London. | 1881 | .... |
| Loan of 1875 (New Jersey Co.).... | 300,000 | 6 | Feb. & Aug. | New York. | 1875 | .... | Current Bonds..... | 221,400 | 7 | May & Nov. | " | 1882 | .... |
| Loan of 1883 (" " ")..... | 450,000 | 6 | " | " | 1878 | .... | Sinking Fund gold, Bonds..... | 710,000 | 7* | Jan. & July. | New York. | 1896 | .... |
| Loan of 1883 (Camden & Amb'y) | 1,700,000 | 6 | " | Philadelphia. | 1883 | 91 | Wilmington and Western (Del.): | | | | | | |
| Loan of 1889 " " " "..... | 866,000 | 6 | June & Dec. | Prince'on. | 1889 | 90 | 1st Mortgage, Jan. 1, 1875..... | 400,000 | 7.3 | J. A. & J. O. | Wilmington. | 1892 | .... |
| Consolidated (mort.) Loan of 1859 | 5,000,000 | 6 | May & Nov. | Philadelphia. | 1880 | 96 | Winona & St. Peter (C. & N. W.): | | | | | | |
| Sterling Loan \$269,200..... | 1,546,000 | 5* | March & Sept. | London. | 1894 | .... | 1st Mortgage \$20,000 p. m..... | 2,750,000 | 7 | Jan. & July. | New York. | 1890 | 87 |
| Sterling Loan \$390,000..... | 1,800,000 | 6* | " | " | .... | .... | 2d Mortgage \$12,000 p. m..... | 1,666,000 | 7 | May & Nov. | " | 1890 | .... |
| Loan of 1888..... | 154,000 | 6 | " | " | 1888 | .... | Land Grant Mort. gold, skg fund | 4,375,000 | 7* | June & Dec. | " | 1916 | .... |
| Bond to State of New J. (N.J. Co) | 100,000 | 7 | Feb. & Aug. | New York. | 1887 | .... | Wisconsin Central: | | | | | | |
| Bond to State of N. Jer. (U. Co's) | 500,000 | 7 | " | " | .... | .... | 1st M. L. G. gold S. F. \$25,000pm | .... | 7* | Jan. & July. | Boston. | 1901 | .... |
| Loan of 1894..... | 2,000,000 | 6 | April & Oct. | Philadelphia. | 1894 | .... | Worcester (Md.): | | | | | | |
| Utica and Black River: | | | | | | | 1st Mortgage..... | 210,000 | 6 | Jan. & July. | Baltimore. | 1891 | .... |
| 1st Mortgage..... | 351,500 | 7 | Jan. & July. | N. Y. & Utica. | 1878 | .... | Worcester and Nashua: | | | | | | |
| Utica, Chen. & Susq. Val. (D. & H. C.): | | | | | | | Plain Bonds..... | 125,000 | 7 | Jan. & July. | Boston. | 1890 | .... |
| 1st Mortgage..... | .... | 7 | " | " | .... | .... | Plain Bonds..... | 75,000 | 6 | " | " | 1890 | .... |
| Utica, Ithaca and Elmira: | | | | | | | CANAL BONDS. | | | | | | |
| 1st Mortgage gold, skg fund..... | 25,000 m | 7* | Jan. & July. | N. Y. & Lond. | 1892 | .... | Chesapeake and Delaware: | | | | | | |
| Vermont Central: | | | | | | | 1st Mortgage sinking fund..... | 1,997,872 | 6 | Jan. & July. | Philadelphia. | 1886 | 86 |
| 1st Mortgage consolidated..... | 3,000,000 | 7 | June & Dec. | Boston. | 1886 | 25 | Chesapeake and Ohio: | | | | | | |
| 2d Mortgage consolidated..... | 1,500,000 | 7 | " | " | 1891 | 84 | Maryland Loan sinking fund..... | 2,000,000 | 6 | J. A. J. & O. | Baltimore. | 1870 | .... |
| 1st Mort. (Stan. Sheff. & Ch. R. R.) | 443,800 | 7 | Jan. & July. | " | 1887 | 78 | Sterling Loan guaranteed..... | 4,375,000 | 6* | " | London. | 1890 | .... |
| Guar. Stock (Vt. & Ch. R. R.).... | 795,500 | 8 | June & Dec. | " | 79 | .... | Preferred Bonds (next lien).... | 1,699,500 | 6 | Jan. & July. | Baltimore. | 1885 | 112 |
| Equipment Mortgage..... | 1,000,000 | 8 | May & Nov. | " | '76-'77 | 80 | Delaware Division (L. C. & N.): | | | | | | |
| Equipment Mortgage..... | 1,000,000 | 8 | " | " | 1889 | 80 | 1st Mortgage, guaranteed..... | 800,000 | 6 | Jan. & July. | Philadelphia. | 1878 | 89 |
| Vermont and Massachusetts: | | | | | | | Delaware and Hudson: | | | | | | |
| 1st Mortgage sinking fund..... | 550,000 | 6 | Jan. & July. | Boston. | 1883 | 92 | 1st Mort. - 1st series, Nov. 1, 1867. | 1,500,000 | 7 | May & Nov. | New York. | 1877 | .... |
| Convertible bonds, tax free..... | 200,000 | 7 | " | " | 1879 | 99 | gagere - 2d series, July 1, 1869. | 3,500,000 | 7 | Jan. & July. | " | 1884 | 102 |
| Vermont Valley (Rutland): | | | | | | | gistered. - 3d series, Jan. 1, 1871. | 5,000,000 | 7 | " | " | 1891 | 102 |
| 1st Mortgage..... | 386,000 | 7 | April & Oct. | New York. | 1860 | .... | Delaware & Raritan See U'd Co's. | | | | | | |
| 1st Mortgage..... | 114,000 | 6 | " | Boston. | 1860 | .... | Lehigh Coal and Navigation: | | | | | | |
| 2d Mortgage..... | 293,200 | 7 | " | New York. | 1869 | .... | Mortgage Loan reg..... | 5,766,277 | 6 | J. A. J. & O. | Philadelphia. | 1894 | 91 |
| Vicksburg and Meridian: | | | | | | | Mortgage Loan reg..... | 2,000,000 | 6 | F. M. A. & N. | " | 1897 | 90 |
| General 1st series (red)..... | 722,500 | 7 | Jan. & July. | Philadelphia. | 1890 | .... | Mortgage (equip.) Loan, gold..... | 4,944,000 | 6* | June & Dec. | " | 1897 | 90 |
| 2d series (blue)..... | 850,000 | 7 | " | " | 1890 | .... | Convertible Loan, gold..... | 922,000 | 6* | March & Sept. | " | 1894 | 96 |
| Mortgage 3d series (black)..... | 164,000 | 7 | " | " | 1890 | .... | Convertible Bonds..... | 1,496,879 | 6 | June & Dec. | " | 1877 | 86 |
| 4th series (not end.).... | 1,273,000 | 7 | April & Oct. | " | 1880 | .... | Monongahela Navigation: | | | | | | |
| Special Loan 1871..... | 225,439 | 8 | Jan. & July. | " | 1890 | .... | 1st Mortgage..... | 103,000 | 6 | Jan. & July. | New York. | 1887 | .... |
| Vineyard: | | | | | | | Morris (and Banking): | | | | | | |
| 1st Mortgage tax free..... | 750,000 | 7 | April & Oct. | New York. | 1890 | .... | 1st Mortgage..... | 500,000 | 6 | April & Oct. | Philadelphia. | 1876 | 94 |
| Virginia and Tennessee (A. M. & O.): | | | | | | | 2d Mortgage..... | 285,000 | 6 | " | " | 1876 | 93 |
| 1st Mortgage..... | 494,000 | 6 | Jan. & July. | N. Y. & Lynch. | 1873 | 95 | Boat Loan, sinking fund..... | 236,965 | 7 | " | " | 1885 | 90 |
| Enlarged Mortgage..... | 990,000 | 6 | " | " | 1884 | 78 | Preferred Stock Dividend Scrip. | 103,164 | 7 | Feb. & Aug. | " | 1887 | .... |
| 4th Mortgage..... | 846,000 | 8 | March & Sept. | " | 1900 | 90 | Pennsylvania: | | | | | | |
| Registered Certificates..... | 123,208 | 8 | Jan. & July. | " | '71-'75 | .... | 1st Mortgage skg fund guar..... | 2,205,000 | 6 | Jan. & July. | Philadelphia. | 1887 | 76 |
| Funded Interest..... | 204,200 | 8 | " | " | 1880 | .... | 1st Mortgage (Wy. Val. Can.).... | 600,000 | 6 | " | " | 1878 | .... |
| Income Mortgage (fundable).... | 112,500 | 8 | " | " | 1886 | .... | 1st Mortgage (Erie Canal)..... | 743,654 | 7 | " | " | 1865 | .... |
| Wallkill Valley (Erie): | | | | | | | Interest Bonds (Erie Canal) 1850 | 161,990 | 7 | " | " | 1873 | .... |
| 1st Mortgage gold, tax free..... | 20,000pm | 7* | April & Oct. | New York. | 1910 | .... | Schuylkill Navigation (Ph. & Rdg): | | | | | | |
| Ware River (Vt. Cen.): | | | | | | | 1st Mortgage..... | 1,748,957 | 6 | March & Sept. | Philadelphia. | '82-'97 | 70 |
| 1st Mortgage gold, for \$750,000.. | 402,000 | 6* | June & Dec. | New York. | 1890 | .... |  |  |  |  |  |  |  |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

As stated ("") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" A dash ("—") across the column signifies "nil," and running dots (....) signify "not ascertained."

| Abstract of General Balance Sheet. | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------------------|--|--|-----------------------|--|--|-----------------------|--|--|--------------|--|--|--------------------|--|--|-------------|--|--|-----------|--|--|------------------|--|--|----|--|--|
| Railroad. | | | Rolling Stock. | | | Property and Assets. | | | Liabilities. | | | Railroad Operated. | | | Operations. | | | Earnings. | | | Value of Shares. | | | | | |
| Branch Line. | | | 2d Track and Sidings. | | | Railroad in progress. | | | Engines. | | | Pass. | | | Freight. | | | Cars. | | | Years ending. | | | | | |
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Inter-acti (*) occurring in the column headed "Rolling Stock" signifies that the carrier is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

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for error- it (?) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "s."

| Abstract of General Balance Sheet. | | | | | | | | | | Value of Shares. | |
|------------------------------------|--|--|--|--|--|--|--|--|--|--------------------|---------|
| | | | | | | | | | | Par. | P. & S. |
| Property and Assets. | | | | | | | | | | Earnings. | |
| Rolling Stock. | | | | | | | | | | Dividends. | |
| Railroad. | | | | | | | | | | Net. | |
| Freight. | | | | | | | | | | Gross. | |
| Engines. | | | | | | | | | | Freight. | |
| Railroad in progress. | | | | | | | | | | Passenger. | |
| Branch Line. | | | | | | | | | | Trains Moved. | |
| Main Line. | | | | | | | | | | Railroad Operated. | |
| Accounts and Cash. | | | | | | | | | | Surplus Income. | |
| Assets. | | | | | | | | | | Accounts. | |
| Liabilities. | | | | | | | | | | Bonds. | |
| Stocks. | | | | | | | | | | Stocks. | |
| Accounts and Cash. | | | | | | | | | | Accounts. | |
| Surplus Income. | | | | | | | | | | Surplus Income. | |
| Operations. | | | | | | | | | | Operations. | |
| Carried one mile. | | | | | | | | | | Freight. | |
| Passenger. | | | | | | | | | | Gross. | |
| Trains Moved. | | | | | | | | | | Net. | |
| Railroad Operated. | | | | | | | | | | Dividends. | |
| Main Line. | | | | | | | | | | Value of Shares. | |
| Branch Line. | | | | | | | | | | Par. | |
| Railroad in progress. | | | | | | | | | | P. & S. | |
| Engines. | | | | | | | | | | Earnings. | |
| Freight. | | | | | | | | | | Dividends. | |
| Rolling Stock. | | | | | | | | | | Net. | |
| Railroad. | | | | | | | | | | Gross. | |
| Assets. | | | | | | | | | | Freight. | |
| Liabilities. | | | | | | | | | | Passenger. | |
| Stocks. | | | | | | | | | | Trains Moved. | |
| Accounts and Cash. | | | | | | | | | | Railroad Operated. | |
| Surplus Income. | | | | | | | | | | Surplus Income. | |
| Accounts. | | | | | | | | | | Accounts. | |
| Bonds. | | | | | | | | | | Bonds. | |
| Stocks. | | | | | | | | | | Stocks. | |
| Accounts and Cash. | | | | | | | | | | Accounts. | |
| Surplus Income. | | | | | | | | | | Surplus Income. | |
| Operations. | | | | | | | | | | Operations. | |
| Carried one mile. | | | | | | | | | | Freight. | |
| Passenger. | | | | | | | | | | Gross. | |
| Trains Moved. | | | | | | | | | | Net. | |
| Railroad Operated. | | | | | | | | | | Dividends. | |
| Main Line. | | | | | | | | | | Value of Shares. | |
| Branch Line. | | | | | | | | | | Par. | |
| Railroad in progress. | | | | | | | | | | P. & S. | |
| Engines. | | | | | | | | | | Earnings. | |
| Freight. | | | | | | | | | | Dividends. | |
| Rolling Stock. | | | | | | | | | | Net. | |
| Railroad. | | | | | | | | | | Gross. | |
| Assets. | | | | | | | | | | Freight. | |
| Liabilities. | | | | | | | | | | Passenger. | |
| Stocks. | | | | | | | | | | Trains Moved. | |
| Accounts and Cash. | | | | | | | | | | Railroad Operated. | |
| Surplus Income. | | | | | | | | | | Surplus Income. | |
| Accounts. | | | | | | | | | | Accounts. | |
| Bonds. | | | | | | | | | | Bonds. | |
| Stocks. | | | | | | | | | | Stocks. | |
| Accounts and Cash. | | | | | | | | | | Accounts. | |
| Surplus Income. | | | | | | | | | | Surplus Income. | |
| Operations. | | | | | | | | | | Operations. | |
| Carried one mile. | | | | | | | | | | Freight. | |
| Passenger. | | | | | | | | | | Gross. | |
| Trains Moved. | | | | | | | | | | Net. | |
| Railroad Operated. | | | | | | | | | | Dividends. | |
| Main Line. | | | | | | | | | | Value of Shares. | |
| Branch Line. | | | | | | | | | | Par. | |
| Railroad in progress. | | | | | | | | | | P. & S. | |
| Engines. | | | | | | | | | | Earnings. | |
| Freight. | | | | | | | | | | Dividends. | |
| Rolling Stock. | | | | | | | | | | Net. | |
| Railroad. | | | | | | | | | | Gross. | |
| Assets. | | | | | | | | | | Freight. | |
| Liabilities. | | | | | | | | | | Passenger. | |
| Stocks. | | | | | | | | | | Trains Moved. | |
| Accounts and Cash. | | | | | | | | | | Railroad Operated. | |
| Surplus Income. | | | | | | | | | | Surplus Income. | |
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| Accounts and Cash. | | | | | | | | | | Accounts. | |
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| Carried one mile. | | | | | | | | | | Freight. | |
| Passenger. | | | | | | | | | | Gross. | |
| Trains Moved. | | | | | | | | | | Net. | |
| Railroad Operated. | | | | | | | | | | Dividends. | |
| Main Line. | | | | | | | | | | Value of Shares. | |
| Branch Line. | | | | | | | | | | Par. | |
| Railroad in progress. | | | | | | | | | | P. & S. | |
| Engines. | | | | | | | | | | Earnings. | |
| Freight. | | | | | | | | | | Dividends. | |
| Rolling Stock. | | | | | | | | | | Net. | |
| Railroad. | | | | | | | | | | Gross. | |
| Assets. | | | | | | | | | | Freight. | |
| Liabilities. | | | | | | | | | | Passenger. | |
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| Surplus Income. | | | | | | | | | | Surplus Income. | |
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| Carried one mile. | | | | | | | | | | Freight. | |
| Passenger. | | | | | | | | | | Gross. | |
| Trains Moved. | | | | | | | | | | Net. | |
| Railroad Operated. | | | | | | | | | | Dividends. | |
| Main Line. | | | | | | | | | | Value of Shares. | |
| Branch Line. | | | | | | | | | | Par. | |
| Railroad in progress. | | | | | | | | | | P. & S. | |
| Engines. | | | | | | | | | | Earnings. | |
| Freight. | | | | | | | | | | Dividends. | |
| Rolling Stock. | | | | | | | | | | Net. | |
| Railroad. | | | | | | | | | | Gross. | |
| Assets. | | | | | | | | | | Freight. | |
| Liabilities. | | | | | | | | | | Passenger. | |
| Stocks. | | | | | | | | | | Trains Moved. | |
| Accounts and Cash. | | | | | | | | | | Railroad Operated. | |
| Surplus Income. | | | | | | | | | | Surplus Income. | |
| Accounts. | | | | | | | | | | Accounts. | |
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| Stocks. | | | | | | | | | | Stocks. | |
| Accounts and Cash. | | | | | | | | | | Accounts. | |
| Surplus Income. | | | | | | | | | | Surplus Income. | |
| Operations. | | | | | | | | | | Operations. | |
| Carried one mile. | | | | | | | | | | Freight. | |
| Passenger. | | | | | | | | | | Gross. | |
| Trains Moved. | | | | | | | | | | Net. | |
| Railroad Operated. | | | | | | | | | | Dividends. | |
| Main Line. | | | | | | | | | | Value of Shares. | |
| Branch Line. | | | | | | | | | | Par. | |

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| Sept. 30, 1871 | 43.4 | 42.1 | 22 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 1871 | 1872 | 1873 | 1874 | 1875 | 1876 | 1877 | 1878 | 1879 | 1880 | 1881 | 1882 | 1883 | 1884 | 1885 | 1886 | 1887 | 1888 | 1889 | 1890 | 1891 | 1892 | 1893 | 1894 | 1895 | 1896 | 1897 | 1898 | 1899 | 1900 | 1901 | 1902 | 1903 | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 | 1911 | 1912 | 1913 | 1914 | 1915 | 1916 | 1917 | 1918 | 1919 | 1920 | 1921 | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | 1939 | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | 2100 | 2101 | 2102 | 2103 | 2104 | 2105 | 2106 | 2107 | 2108 | 2109 | 2110 | 2111 | 2112 | 2113 | 2114 | 2115 | 2116 | 2117 | 2118 | 2119 | 2120 | 2121 | 2122 | 2123 | 2124 | 2125 | 2126 | 2127 | 2128 | 2129 | 2130 | 2131 | 2132 | 2133 | 2134 | 2135 | 2136 | 2137 | 2138 | 2139 | 2140 | 2141 | 2142 | 2143 | 2144 | 2145 | 2146 | 2147 | 2148 | 2149 | 2150 | 2151 | 2152 | 2153 | 2154 | 2155 | 2156 | 2157 | 2158 | 2159 | 2160 | 2161 | 2162 | 2163 | 2164 | 2165 | 2166 | 2167 | 2168 | 2169 | 2170 | 2171 | 2172 | 2173 | 2174 | 2175 | 2176 | 2177 | 2178 | 2179 | 2180 | 2181 | 2182 | 2183 | 2184 | 2185 | 2186 | 2187 | 2188 | 2189 | 2190 | 2191 | 2192 | 2193 | 2194 | 2195 | 2196 | 2197 | 2198 | 2199 | 2200 | 2201 | 2202 | 2203 | 2204 | 2205 | 2206 | 2207 | 2208 | 2209 | 2210 | 2211 | |
| Sept. 30, 1871 | 43.4 | 42.1 | 22 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 1871 | 1872 | 1873 | 1874 | 1875 | 1876 | 1877 | 1878 | 1879 | 1880 | 1881 | 1882 | 1883 | 1884 | 1885 | 1886 | 1887 | 1888 | 1889 | 1890 | 1891 | 1892 | 1893 | 1894 | 1895 | 1896 | 1897 | 1898 | 1899 | 1900 | 1901 | 1902 | 1903 | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 | 1911 | 1912 | 1913 | 1914 | 1915 | 1916 | 1917 | 1918 | 1919 | 1920 | 1921 | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | 1939 | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | 2100 | 2101 | 2102 | 2103 | 2104 | 2105 | 2106 | 2107 | 2108 | 2109 | 2110 | 2111 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sept. 30, 1871 | 43.4 | 42.1 | 22 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 1871 | 1872 | 1873 | 1874 | 1875 | 1876 | 1877 | 1878 | 1879 | 1880 | 1881 | 1882 | 1883 | 1884 | 1885 | 1886 | 1887 | 1888 | 1889 | 1890 | 1891 | 1892 | 1893 | 1894 | 1895 | 1896 | 1897 | 1898 | 1899 | 1900 | 1901 | 1902 | 1903 | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 | 1911 | 1912 | 1913 | 1914 | 1915 | 1916 | 1917 | 1918 | 1919 | 1920 | 1921 | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | 1939 | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | 2100 | 2101 | 2102 | 2103 | 2104 | 2105 | 2106 | 2107 | 2108 | 2109 | 2110 | 2111 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sept. 30, 1871 | 43.4 | 42.1 | 22 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 1871 | 1872 | 1873 | 1874 | 1875 | 1876 | 1877 | 1878 | 1879 | 1880 | 1881 | 1882 | 1883 | 1884 | 1885 | 1886 | 1887 | 1888 | 1889 | 1890 | 1891 | 1892 | 1893 | 1894 | 1895 | 1896 | 1897 | 1898 | 1899 | 1900 | 1901 | 1902 | 1903 | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 | 1911 | 1912 | 1913 | 1914 | 1915 | 1916 | 1917 | 1918 | 1919 | 1920 | 1921 | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | 1939 | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | 2100 | 2101 | 2102 | 2103 | 2104 | 2105 | 2106 | 2107 | 2108 | 2109 | 2110 | 2111 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sept. 30, 1871 | 43.4 | 42.1 | 22 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 1871 | 1872 | 1873 | 1874 | 1875 | 1876 | 1877 | 1878 | 1879 | 1880 | 1881 | 1882 | 1883 | 1884 | 1885 | 1886 | 1887 | 1888 | 1889 | 1890 | 1891 | 1892 | 1893 | 1894 | 1895 | 1896 | 1897 | 1898 | 1899 | 1900 | 1901 | 1902 | 1903 | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 | 1911 | 1912 | 1913 | 1914 | 1915 | 1916 | 1917 | 1918 | 1919 | 1920 | 1921 | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | 1939 | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | 2100 | 2101 | 2102 | 2103 | 2104 | 2105 | 2106 | 2107 | 2108 | 2109 | 2110 | 2111 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sept. 30, 1871 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 14 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 15 cents per lb.; Pig, 87 per ton; Collied Sheet, 8 cents per lb.; Galvanized, 24; Scrap Cast, 80; Scrap Wrought, 83 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton 52 @ 53 —
Gartsherrrie.....@ 44 —
Glenarnock.....@ 44 —
Eglinton.....@ 44 —
Pig, American, No. 1.....@ 44 —
Pig, American, No. 2.....@ 44 —
Pig, American, Forge.....@ 35 —
Bar, Refined, English and American.....@ 35 —
Bar, Sweden, assorted sizes.....(gold) @ 137 50

STONE PRICES.

Bar, Sweden, 1 1/2 x 1 1/2 to 1 1/2 sq. 1 1/2 to 1 1/2 x 1 1/2 to 2 sq. 6 to 12 x 1 1/2 @ 195 —
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6 inch x 1 to 1 in.....92 50 @ 95 —
Bar Refined, 1 1/2 to 6 by 1/2 & 5-16 in.....97 50 @ 100 —
Bar Refined, 1 1/2 by 1/2 & 5-16.....100 @ 102 50 —
Large Rounds, 2 1/2 @ 2 1/2 to 3 1/2 @ 4 in.....102 50 @ 117 50 —
Scroll.....112 50 @ 145 —
Ovals and Half-round.....120 @ 140 —
Band, 1 to 6 in by 3-16 to No. 12.....110 @ 112 50 —
Horse Shoe.....120 @ 122 50 —
Rods, 1 @ 1-16 inch.....97 50 @ 140 —
Hoop, 1/2 by No. 22 to 1 1/2 by 13 & 14.....120 @ 170 —
Nail Rod.....91 @ 98 —
Sheet Russia, as to assortment.....16 @ 18 —
Sheet, Single, D. and T. Common.....64 @ 71 —
Sheet, Double and Treble, Charcoal.....71 @ 84 —
Sheet Galvanized.....List 10 per ct. disc.
Rais, English.....(gold).....per ton @ 67 50 —
Rais, American, at Works in Penna. c'y. 71 50 @ —
Anvil (Eagle).....per lb. currency.....9 @ —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality).....per lb. @ 18 @ 23 —
English Spring (2d and 1st quality).....@ 14 @ 18 —
English Blister (2d and 1st quality).....@ 14 @ 18 —
English Machinery.....@ 14 @ 14 —
English German (2d and 1st quality).....124 @ 144 —
American Blister.....@ 114 —
American, Cast, Tool.....@ 17 —
American, Cast Spring.....@ 11 —
American Machinery.....114 @ 12 —
American German Spring.....9 @ —

NAILS—Duty: Cut, 14; Wrought, 21. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....per keg @ 4 75 —
8d. and 9d. @ 5 —
6d. and 7d. @ 5 25 —
4d. and 5d. @ 5 50 —
3d. @ 6 25 —
2d. and 3d. Fine.....@ 7 —
Cut Spikes, all sizes.....@ 5 —

TIN—Duty: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold).....per lb. @ 36 —
Strait.....(gold).....@ 31 1/2 —
English.....(gold).....@ 30 @ 30 1/2 —
Plates—Fair to good brands.....Gold.....(Currency).....
I. C. Charcoal.....per box 11 25 @ 11 50 13 25 @ 13 75 —
I. C. Coke.....9 @ 10 50 10 75 @ 11 25 —
Coke Terne.....8 @ 9 9 50 @ 10 50 —
Charcoal Terne.....10 @ 10 50 11 75 @ 12 25 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40 @ 48 gravity (in bulk).....71 @ 8 —
Crude 40 @ 47 gravity (in shipping order).....124 @ 13 —
Refined, Standard White (in ship'g order).....171 @ 18 —
Refined, S. W. (in jobbing lots).....184 @ 18 1/2 —
Refined, S. W. (in tin).....23 @ 25 —
Naptha, Refined (65 @ 75 gravity).....10 @ 10 1/2 —
Residuum.....(in shipping order).....per gall. 10 @ 10 1/2 —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb. @ 38 —
Copper, Bolts.....@ 40 —
Copper, Braziers' (over 16 oz.).....@ 40 —
Copper, Nails.....@ 45 —
Copper, Old Sheathing, &c., mixed lots.....26 @ 27 —
Copper, American Ingot.....28 @ 28 1/2 —
Copper, English Pig.....@ 28 —
Yellow Metal, New Sheathing & Bronze.....@ 27 —
Yellow Metal, Bolts.....@ 32 —
Yellow Metal, Nails, Sheathing & Slatting.....27 @ 30 —

LEAD—Duty: Pig, 32 per 100 lb.; old Lead, 14 cents per lb.; Pipe and Sheet, 21 cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb. 6 50 @ 6 75 —
German ordinary.....(gold) 6 50 @ 6 75 —
English.....(gold) 6 62 1/2 @ 7 —
Bar.....@ 9 25 —
Pipe.....@ 10 50 —
Sheet.....@ 10 50 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16 c. pr. lb.
Tatham's improved Tin-Lined Lead Pipe.....16 c.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Channel.....16 @ 18 —
Liverpool House Channel.....@ 21 —
Anthracite (by cargo).....per ton of 2,000 lb. 25 @ 26 25

New York Stock Exchange.

Actual Sale Prices for the week ending July 9.

| | Th.3. | F.4. | Sat.5. | M.7. | Tu.8. | W.9. |
|---------------------------------|---------|---------|---------|---------|-------|------|
| Boston, Hart. & Erie..... | 21 | 21 | 21 | | | |
| Boston Co..... | | | | | | |
| Central Pacific 6s..... | 100 | 100 | 100 | | | |
| Central of N. Jersey.....105 | 105 | 101 1/2 | 102 | | | |
| Chicago & Alton..... | | | | | | |
| .. pref..... | | | | | | |
| .. 1 M..... | | | | | | |
| .. S. F..... | | | | | | |
| .. Inc. bds..... | | | | | | |
| Chicago, Burl. & Q..... | | | | | | |
| .. 5s, 1883..... | 110 | 110 | 110 | | | |
| Ohio & Northwestern 71..... | 71 | 69 | 69 | | | |
| .. pref..... | 81 | 81 | 81 | | | |
| .. 1st M.....101 | 101 | 101 | | | | |
| .. S. F..... | | | | | | |
| .. Consol..... | 94 | | | | | |
| Ohio, Rock Isl. & Pac. 109 | 110 | 110 | 110 | | | |
| Chi, R. I. & Pa. 7s, 1890..... | 103 | 103 | 103 | | | |
| Clev., Col., C. and Ind..... | | | | | | |
| Clev. & Pittsburg guar..... | 87 1/2 | 87 1/2 | 87 1/2 | | | |
| .. 2 M..... | | | 102 | | | |
| .. 3 M..... | 102 | 102 | | | | |
| .. 4 M..... | | 85 | | | | |
| Clev. and Toledo..... | | | | | | |
| .. S. F. 7s..... | | | | | | |
| Col., Chi., & Ind. O. 28 1/2 | 28 1/2 | 29 1/2 | 29 1/2 | | | |
| .. 1 M.....88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | | | |
| .. 2 M..... | | 71 1/2 | 71 1/2 | | | |
| Del. & Hudson Canal..... | | 119 | 120 | | | |
| Del. Lack. & Western 97 1/2 | 98 | 98 1/2 | 98 1/2 | | | |
| .. 1 M 7s.....103 1/2 | | | | | | |
| .. 2 M 7s..... | | | | | | |
| Erie Railway.....62 1/2 | 62 1/2 | 61 1/2 | 61 1/2 | | | |
| .. pref..... | | 71 | 73 | | | |
| .. 1 M 7s, 1897..... | 103 | 71 1/2 | 73 | | | |
| .. 2 M 7s, 1879..... | | | | | | |
| .. 3 M 7s, 1883..... | | | 101 1/2 | | | |
| .. 4 M 7s, 1880..... | | | | | | |
| .. 5 M 7s, 1888..... | | | 95 1/2 | | | |
| .. 7s, con. gold..... | | | | | | |
| Great Western 2d mort..... | | | | | | |
| Hannibal & St. Joseph 37 1/2 | 39 | 40 1/2 | 40 | | | |
| .. pref..... | | 55 | | | | |
| .. 5s, conv..... | | 89 | 89 | | | |
| Hudson River..... | | | | | | |
| .. 2 M S. F..... | 104 | | | | | |
| .. 3 M 7s, 1875..... | | | | | | |
| Illinois Central..... | 109 | | 110 1/2 | | | |
| .. 7s..... | | 103 | | | | |
| Lake Shore & Mich. S'th. 95 1/2 | 96 1/2 | 96 | 96 1/2 | | | |
| Lake Shore Div. bonds..... | | 96 | 96 | | | |
| Marietta & Cin. 1st pref..... | | 22 | | | | |
| .. 2d pref..... | | | | | | |
| Michigan Central..... | 92 1/2 | 91 | | | | |
| .. S. F. 8s, 1882..... | | | | | | |
| M. S. and N. I. 1 M. S. F. 103 | | | | | | |
| .. 2 M..... | | | 99 1/2 | | | |
| Mariposa Mining Co..... | | | | | | |
| .. pref..... | | 51 1/2 | 52 1/2 | 52 1/2 | | |
| Milw. and St. Paul..... | 72 1/2 | 73 | 73 | 73 | | |
| .. 1st mort..... | | | | | | |
| .. 2d mort..... | | | | | | |
| .. 8s..... | | | | | | |
| .. 7 1/2-10s con..... | | | 98 | | | |
| .. 7s, gold..... | | | | | | |
| Missouri 6s.....95 1/2 | 92 1/2 | 92 1/2 | 93 | | | |
| .. H. & St. J. iss..... | | | | | | |
| Morris and Essex..... | 91 | 91 1/2 | 91 1/2 | | | |
| .. 1st mort..... | 105 | | | | | |
| .. 2d mort..... | 103 | 103 | | | | |
| N. Y. Cen. & Hud. Riv. 102 1/2 | 103 1/2 | 103 1/2 | 104 | | | |
| .. 7s, S. F. 1876..... | | 103 1/2 | | | | |
| .. 8s, S. F. 1883..... | 95 | | | | | |
| .. 6s, S. F. 1887..... | 91 1/2 | 91 1/2 | 91 1/2 | | | |
| N. York and Harlem 126 1/2 | 120 | 129 | 129 1/2 | | | |
| .. pref..... | | | | | | |
| .. 1 M 7s, 1873..... | | | | | | |
| N. York, N. Hav. & Hart..... | | | | | | |
| N. Carolina 6s, old..... | | | | | | |
| .. new..... | | | | | | |
| Ohio and Miss.....33 1/2 | 39 1/2 | 39 1/2 | 39 1/2 | | | |
| .. pref..... | | | | | | |
| .. 2d M..... | | | | | | |
| Pacific Mail S. S. Co. 86 1/2 | | 36 1/2 | 37 1/2 | 37 1/2 | | |
| Panama.....110 | 110 | 110 1/2 | 110 1/2 | | | |
| Pitta., Fl. W. & Chi. gtd..... | | 106 1/2 | 106 1/2 | 106 1/2 | | |
| .. 1 M..... | | | | | | |
| .. 2 M..... | | | | | | |
| .. 3 M..... | | | | | | |
| Quicksilver Mining Co..... | | | | | | |
| St. L., Alton & T. H..... | | | | | | |
| .. pref..... | | | | | | |
| .. 1 M..... | | | | | | |
| .. 2 M pref..... | | | | | | |
| .. Income bds..... | | | | | | |
| Tennessee 6s, old.....80 1/2 | 80 1/2 | 80 1/2 | 80 1/2 | | | |
| .. new..... | 80 1/2 | 80 1/2 | 80 1/2 | | | |
| Tol., Wab. & Western 68 1/2 | 69 1/2 | 70 1/2 | 70 1/2 | | | |
| .. pref..... | | 85 | | | | |
| .. 1 M.....99 | | | | | | |
| .. 2 M.....93 | | | | | | |
| .. Equipment..... | | | | | | |
| St. Lou. Div..... | 26 1/2 | 27 1/2 | 28 1/2 | | | |
| Union Pacific.....25 1/2 | 26 1/2 | 27 1/2 | 28 1/2 | | | |
| .. 1st mort..... | 82 1/2 | 81 1/2 | 81 1/2 | | | |
| .. Int. Gt. 7s.....70 | 70 1/2 | 71 1/2 | 71 1/2 | | | |
| .. Inc. 10s.....59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | | | |
| Virginia 6s, old..... | | | | | | |
| .. new..... | | | | | | |
| .. consol.....52 1/2 | | | 53 | | | |
| .. def. cert. 101..... | | | | | | |

New York Stock Exchange.

Actual Sale Prices for the week ending July 9.

| | Th.3. | F.4. | Sat.5. | M.7. | Tu.8. | W.9. |
|--------------------------------------|---------|---------|---------|---------|-------|------|
| FEDERAL STOCKS:— | | | | | | |
| U. S. 6s, 1874, reg..... | | | | | | |
| U. S. 6s, 1874, coup..... | | | | | | |
| U. S. 6s, 10-40s, reg.....114 | | | | | | |
| U. S. 6s, 10-40s, coup..... | | | | | | |
| U. S. 6s, 1881, reg..... | | | | | | |
| U. S. 6s, 1881, coup.....114 1/2 | 114 1/2 | 114 1/2 | 115 | | | |
| U. S. 6s, 1881, reg.....117 1/2 | 117 1/2 | 117 1/2 | 118 | | | |
| U. S. 6s, 1881, coup.....119 1/2 | 119 1/2 | 119 1/2 | 120 1/2 | | | |
| U. S. 6s, 5-20s, reg. '62..... | | | 116 1/2 | | | |
| U. S. 6s, 5-20s, c. 1862..... | | | 117 1/2 | 117 1/2 | | |
| U. S. 6s, 5-20s, reg. '64..... | | | | | | |
| U. S. 6s, 5-20s, c. 1864..... | | | | | | |
| U. S. 6s, 5-20s, reg. '65..... | | | | | | |
| U. S. 6s, 5-20s, c. 1865.....118 1/2 | 118 1/2 | 118 1/2 | 119 1/2 | | | |
| U. S. 6s, 5-20s, c. n. '65..... | | | 115 1/2 | 115 1/2 | | |
| U. S. 6s, 5-20s, reg. '67..... | | | 116 1/2 | 116 1/2 | | |
| U. S. 6s, 5-20s, c. 1867..... | | | 117 1/2 | 117 1/2 | | |
| U. S. 6s, 5-20s, reg. '68..... | | | | | | |
| U. S. 6s, 5-20s, c. '68..... | | | 117 1/2 | 117 1/2 | | |
| U. S. 6s, Pac. R.R. issue 114 1/2 | | | 114 1/2 | 114 1/2 | | |

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 8.

| | W.2. | Th.3. | F.4. | Sat.5. | M.7. | Tu.8. |
|---------------------------------|---------|---------|------|---------|---------|---------|
| Catawissa preferred..... | | | | | | 43 |
| Camden and Amboy..... | | | | | | |
| .. 6s, 1875..... | | | | | | |
| .. 6s, 1883..... | 91 1/2 | | | | | |
| .. 6s, 1889..... | | | | | | |
| .. mort. 6s, '89 98 1/2 | | 98 1/2 | | | | |
| Elmira & Williamsport..... | | | | | | |
| .. pref..... | | | | | | 98 1/2 |
| .. 7s..... | | 95 1/2 | | | | |
| Lehigh Navigation..... | | 95 1/2 | | | | |
| .. 6s, 1884..... | | | | | | 38 1/2 |
| .. Gold L..... | 90 1/2 | | | | | |
| .. R. R. L..... | | | | | | 90 1/2 |
| .. Conv. L..... | 77 1/2 | | | | | |
| Lehigh Valley R. R..... | 60 1/2 | 60 1/2 | | | 60 1/2 | 60 1/2 |
| .. 6s new coup 95..... | | | | | | |
| .. 6s new reg..... | | | | | | |
| Little Schuylkill R.R..... | 46 1/2 | | | | | |
| .. 7s..... | | | | | | |
| Minehill..... | | | | | | |
| Morris Canal..... | | | | | | |
| .. pref..... | | | | | | 125 |
| North Pennsylvania..... | 49 1/2 | | | | | |
| .. 6s, 1880..... | | | | | | |
| .. 7s..... | 101 | | | | | 101 |
| .. 10s, 1887..... | | | | | | 111 1/2 |
| Northern Central..... | | | | | | |
| Oil Creek & Alleg. Riv. 27 1/2 | | 26 1/2 | | | | 27 1/2 |
| .. 7s..... | | | | | | |
| Pennsylvania R. R..... | 54 1/2 | 54 1/2 | | 54 1/2 | 54 1/2 | 54 1/2 |
| .. 1st M..... | 100 1/2 | | | | | |
| .. 2d M..... | | | | | | 99 |
| .. Gen. mort..... | | | | | | 91 1/2 |
| .. reg..... | | | | | | 96 1/2 |
| Penn. State 6s, 1st series..... | | | | | | 102 1/2 |
| .. 6s, 2d series..... | | | | | | 106 |
| .. 6s, 3d series..... | 106 | | | | 106 | 106 |
| Philadelphia City, 6s..... | | | | | | |
| .. new..... | 100 1/2 | 100 1/2 | | 100 1/2 | 100 1/2 | 100 1/2 |
| Philad., Germ. & Nor..... | | 86 | | | | |
| Phila. & Reading..... | 55 1/2 | 55 1/2 | | 55 1/2 | 55 1/2 | 55 1/2 |
| Philadelphia and Erie..... | | | | | | |
| .. 6s..... | | | | | 90 | 90 |
| .. 7s..... | 89 1/2 | | | | 88 1/2 | 88 1/2 |
| Phila., Wilm. & Balt..... | | | | | | |
| Schuylkill Navigation..... | | | | | | |
| .. pref..... | | 13 1/2 | | | 13 | |
| .. 6s, 1882..... | | | | | | |
| .. 6s, 1876..... | | | | | | |
| .. 6s, 1872..... | | | | | | |
| United Co. of N. Jersey..... | 121 1/2 | 121 1/2 | | | | 121 1/2 |
| Hestonville, (Horse)..... | | | | | | |
| Chestnut & Wal..... | | | | | | |
| Green & Coates..... | | | | | | |
| 2d and 3d streets..... | | | | | | |
| Spruce and Pine..... | | | | | | |
| 15th and 16th sts..... | | | | | | |

Boston Stock Exchange.

Actual Sale Prices for the week ending July 9.

| | Th.3 | F.4 | Sat.5 | M.7 | Tu.8 | W.9 |
|-------------------------------|------|-----|-------|-----|------|-----|
| Boston and Albany | 143 | 143 | 143 | 143 | 143 | 144 |
| Boston and Lowell | 127 | 127 | 127 | 127 | 127 | 127 |
| Boston and Maine | 118 | 118 | 117 | 117 | 117 | 117 |
| Boston and Providence | 151 | 151 | 151 | 151 | 151 | 151 |
| Boston, Hartford & Erie | 32 | 32 | 32 | 32 | 32 | 31 |
| 7s, new | 32 | 32 | 32 | 32 | 32 | 31 |
| Cheshire, pref. | 101 | 101 | 101 | 101 | 101 | 101 |
| Chl. Burl. & Quincy | 101 | 101 | 101 | 101 | 101 | 101 |
| Concord | 101 | 101 | 101 | 101 | 101 | 101 |
| Connecticut River | 102 | 102 | 102 | 102 | 102 | 103 |
| Eastern | 102 | 102 | 102 | 102 | 102 | 103 |
| Fitchburg | 128 | 128 | 128 | 128 | 128 | 128 |
| Manchester & Lawrence | 91 | 91 | 91 | 91 | 91 | 91 |
| Michigan Central | 91 | 91 | 91 | 91 | 91 | 91 |
| Northern, N. H. | 107 | 107 | 107 | 107 | 107 | 107 |
| Ogdens & Lake Cham. | 110 | 110 | 110 | 110 | 110 | 110 |
| Old Colony | 110 | 110 | 110 | 110 | 110 | 110 |
| Ph. Wil. & Baltimore | 55 | 55 | 55 | 55 | 55 | 55 |
| Port'd, Saco & Ports | 125 | 125 | 125 | 125 | 125 | 125 |
| Union Pacific | 83 | 83 | 83 | 83 | 83 | 82 |
| " 6s | 83 | 83 | 83 | 83 | 83 | 82 |
| " Land Grant 7s | 67 | 67 | 67 | 67 | 67 | 67 |
| " Income 10s | 74 | 74 | 74 | 74 | 74 | 74 |
| Vermont & Canada | 66 | 66 | 66 | 66 | 66 | 66 |
| Vermont & Mass. | 74 | 74 | 74 | 74 | 74 | 74 |
| South Boston (Horse) | 101 | 101 | 101 | 101 | 101 | 101 |
| Cambridge | 101 | 101 | 101 | 101 | 101 | 101 |
| Metropolitan | 101 | 101 | 101 | 101 | 101 | 101 |
| Middlesex | 101 | 101 | 101 | 101 | 101 | 101 |
| Central Mining Co. | 21 | 21 | 21 | 21 | 21 | 21 |
| Copper Falls | 21 | 21 | 21 | 21 | 21 | 21 |
| Franklin | 21 | 21 | 21 | 21 | 21 | 21 |
| National | 21 | 21 | 21 | 21 | 21 | 21 |
| Pewabic | 21 | 21 | 21 | 21 | 21 | 21 |
| Quincy | 21 | 21 | 21 | 21 | 21 | 21 |

London Stock Exchange.

| | Closing | Prices |
|---|----------|----------|
| | June 13. | June 20. |
| Atlantic & Gt. W. 1st mort., \$1,000.. | 78 | 80 |
| Do. 2d mort., \$1,000.. | 67 | 69 |
| Do. Con. mort. B'nds Bisch's Cert. | 45 | 46 |
| Do. Reorg. Scrip. | 98 | 98 |
| Do. Leas. Lines, Rental Bonds. | 93 | 94 |
| Detroit & Milwaukee 1st mort. Bonds | 68 | 72 |
| Do. 2d do. | 68 | 72 |
| Erie shares 100 dol. all paid. | 49 | 50 |
| Do. 6 per cent Convertible Bonds. | 96 | 97 |
| Cons. Mort. amount autho. to be | 94 | 95 |
| issued for conv. of existing bonds. | 86 | 88 |
| Illinois Central \$100 shares all paid. | 98 | 100 |
| Do. Redemption mort. bonds 6 p.c. | 98 | 100 |
| Illinois & St. Louis Bridge 1st mort. | 98 | 100 |
| Marquette and Cincinnati Rail. Bonds. | 84 | 88 |
| Michigan Central 8s 1882, conv. | 85 | 90 |
| Panama 2d mort. | 91 | 93 |
| Panama General mort. | 98 | 100 |
| Pennsylvania, 2d mort. | 98 | 100 |
| Do. General mort. | 98 | 100 |
| Do. 500 shares | 43 | 44 |
| Philadelphia and Erie 1st mort. | 95 | 97 |
| Do. with option to be paid in Phila. | 95 | 97 |

American Railroad Journal

Saturday, July 13, 1873.

Stock Exchange and Money Market.

Business, financial and commercial, in the wholesale line, was quite generally suspended from Thursday, July 8, to Monday, July 7, so that the week has been a broken one, in trade circles, and the movements in most lines have been comparatively moderate. The Money market has assumed an unusually easy aspect, with funds in search of lucrative employment accumulating rapidly, and rates of accommodation favoring borrowers decidedly. Call loans were quoted at the close as low as from 2@4 per cent; with choice to very good commercial credits at from 5@7 per cent per annum. At these modified figures, the wants of all responsible borrowers were quite promptly provided for. The city banks derived much additional strength, in the line of their reserves, from the July interest and dividend disbursements; and, in their last week exhibit, they reported large gains in the way of specie and deposits, while showing a moderate loss of legal tender notes. The cash balances of the U. S. Sub-Treasury were reduced in both the coin and currency forms, but not to any very im-

portant extent, notwithstanding the free liquidation of interest claims, particularly in coin, in payment of the July coupons, and registered interest obligations, on account of the national funded indebtedness. The city banks last week reported an increase of about 8½ millions in their deposit line, with a decrease of nearly a million in their legal tender, and a gain of over 5½ millions in their specie reserves. They enlarged their loan and discount averages about 5½ millions, and again contracted their circulation slightly.

The city banks have made a further large gain on their obligatory reserve, the last statement showing that they had \$16,608,000 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, reduced its coin balance nearly 1½ millions; and its currency reserve about 1½ millions. Its currency reserves at the close of the week were \$25,262,285; and its coin hoard, \$39,267,592.

The clearances of the city banks averaged through the week 95½ millions a day, and amounted in the aggregate, for the whole week, to \$478,571,387, as against \$438,988,739 the preceding week. The U. S. Sub-Treasury at this point reduced its currency balance \$1,402,466 and its coin reserve \$1,448,742 as the result of the week's business.

The specie reserve of the city banks according to the latest return is \$33,551,400, against \$28,785,500 same time last year. The city bank deposits are now \$232,369,400 against \$241,774,900, week ending July 6, 1872. The legal tender reserve amounts to \$48,168,000, against \$52,508,600 same time last year. The circulation now stands at \$27,276,200 against \$27,508,400 same time last year. The loans are now \$286,905,800 against \$296,901,800 at this date last year.

The coin reserve of the city banks is now over 33½ millions, as against about 15 millions Feb. 21, 1873, and about 25¼ millions on the 20th of last July; the legal tender reserve is 48½ millions against about 34¾ millions April 5th, 1873, and 55½ millions on the statement of June 15th, 1872; and the deposits are now about 232¾ millions, against 186¾ on the 12th of April, 1873, and 247½ millions on the 20th of July 1872.

Under the official programme for July, Government proposes to sell, Gold, as follows: Thursday, July 17, \$1,500,000; Thursday, July 24, \$1,000,000; Thursday, July 31, \$1,000,000; and on Wednesday, July 16th, to buy in \$500,000 of U. S. Five-Twenty Bonds.

The cash balances in the Treasury Department on Tuesday were as follows: Currency, \$9,098,459; special deposit of legal tenders for the redemption of certificates of deposit, \$32,160,000; coin, \$72,280,791. Coin certificates outstanding, \$40,156,300; outstanding legal tenders \$356,000,000.

The U. S. Sub-Treasury office last week received \$1,998,838 of currency, and \$7,827,440 of gold, the latter including \$1,866,000 from customs; and disbursed \$3,401,304 of currency and \$9,876,182 of gold, the latter embracing \$615,000 of coin interest.

Government revenues have been yielding moderately, since our last. The excises yielded within the week about three millions, and for the fiscal year ending with June 30th, 1873, \$115,067,

728. The customs at the port of New York, for week, were \$1,249,683, and at the outports, about \$450,000 more, in coin or coin certificates.

The Gold speculation assumed a more confident temper toward the close, on an enlarged business, though the customs drain was moderate, and the export movement light. The operators for a rise were more determined in their bidding and seemed to view the immediate future hopefully, for their interest. The range of the price during the week has been from 115½@115¾, and the quotation on Wednesday was 115¾ against 115½ on Wednesday of the preceding week. The specie outflow last week, was \$401,515. The Gold Exchange Bank clearances have averaged about 46½ millions per day during the week.

The customs demand for Gold last week, averaged \$273,200 a day. The arrivals of specie from Europe, Havana and other foreign ports last week were \$2,050, and thus far in 1873, have been \$1,962,011, against \$755,131 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1 1873, has been \$64,871,356 against \$77,742,175 during the same time in 1872.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, \$41,974,273, against \$46,138,875 during the same time in 1872.

The export drain of specie was \$401,515 last week, against \$2,624,812 same week preceding year. The shipments since January 1, 1873, have been \$28,700,768 against \$39,745,237 during the same portion of 1872.

Foreign Exchange has been in more demand and quoted dearer toward the close. Bankers' sixty day bills on London closed on Wednesday at 109¼@109¾; sight bills on London, at 110¼@110¾. The week's exports of Domestic Produce have been to the currency value of \$4,964,510.

Government securities have been in much better demand, largely on investment account, at firmer and buoyant prices.

U. S. sixes of 1881 closed on Wednesday of this week at 112½@112¾; U. S. Five-Twenties of 1862, 117@117¼; U. S. Five-Twenties of 1864 at 117½@117¾; U. S. Five-Twenties of 1865 118½@118¾; U. S. Five-Twenties of 1866 consolidated 117½@117¾; U. S. Five-Twenties of 1867, 118½@118¾; U. S. Five-Twenties of 1868, 118@118½; U. S. Ten-forties at 114½@114¾; U. S. Fives of 1881 (Funding Loan) 115@115½; Six per cent. currency Sixes from 114¼@114¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

| | June 25. | July 1. | July 9. |
|-------------------------|----------|---------|---------|
| Consols | 92½ | 92½ | 92½ |
| U. S. 5-20s, 1865 | 92¾ | 93 | 93½ |
| " 1867 | 92¾ | 92¾ | 93½ |
| " 10-40s | 89 | 89½ | 90½ |
| New Fives of 1881 | 89¾ | 90 | 90¾ |
| Erie | 49½ | 49 | 48¾ |

The Railway and Miscellaneous share speculation has been decidedly more active than usual of late, and prices have been generally quoted stronger.

State bonds have been more sought after at firmer rates, as a rule.

An improved demand has been noted for the favorites of the Railway Mortgage Bond Loans

on investment account, and prices have been generally well maintained, closing on the older issues of substantial loans, more firmly, influenced in good part, by the prevailing ease in money. Central Pacific Sixes have been in demand at from 100½@100¾ ex the July three per cent coupon. The June earnings of the Central Pacific Railroad were \$1,813,790, as against \$1,138,272 in June of last year; and thus far in 1873, \$6,320,787, as against \$5,608,616 same time in 1872, showing a gain of \$812,171 for the first half of the current year. The Chesapeake and Ohio Seven per cent gold bonds have been quite actively sought after at 90, and interest. Chesapeake and Ohio Sixes have been more inquired for at 88½ and interest. Western Pacific Sixes have been in fair demand at 92½@92¾, ex the July coupon of three per cent. The Northern Pacific 7-30 Loan has been selling quite freely, to investment buyers, at par and interest. The balance of the defined limit of this loan is consequently being marketed with encouraging rapidity.

The movements in most business lines have been on a restricted scale, since our last. In the Metal trade, the dealings have been unusually light. Copper has been dull and rather weak, with sales of 100,000 lbs., in lots, at 28½c. per lb. Iron has been very dull, no important transactions having been reported, while values have been quoted very irregular. We quote: Eglinton Pig at \$42; Glengarnock, at \$43; No. 1 American Pig at \$45@48; No. 2 do. \$41@44; Wrought Scrap at \$45@48; English rails at \$65@68, gold; American Rails at works, \$75@80. Old Rails \$49@52. Pig Lead has been in limited demand, at \$6 62½@6 75, gold, for foreign. Spelter has been more active, but less firm at 7½c.@7¾c., gold; sales, 50 tons. Pig-tin has been in fair request, with Straits quoted at 81¾c.; English at 29¾c.@30c., and Banca, at 30c., gold; sales have been reported of 250 slabs Straits on private terms; 100 slabs do., at Boston, to New York buyers, at 31¾c., gold; and 20 tons English, to arrive, at 29¾c., gold. Tin Plates been quiet within the previous range; sales 500 boxes Charcoal at \$11 25, and 250 boxes do. Terne at \$10, gold; Charcoal Plates quoted here \$11 12½@11 50; Charcoal Terne, \$10@10 50; Coke, \$9 25@10; Coke Terne, \$8 75@9, gold, per box. Zinc very dull and nominal. Hardware has been quiet, with values quoted somewhat unsettled.

Domestic produce, has been moderately active, the main business in Breadstuffs having been in grain for shipment, and prices closing with rather more steadiness. Provisions have been stronger in price, and, toward the close, in better request. Middling upland Cotton left off lamely at 20¾c. per lb. The receipts at all the ports, since Sept. 1, have been 3,505,000 bales, against 2,660,678 bales same time in the preceding year; exports 2,546,500 bales against 1,910,100 bales in the previous year; stock at the ports at latest dates, 223,100 bales against 147,750 bales same date 1871.

Foreign merchandise has been rather slow of sale yet generally quoted about steady as to price. The week's imports amounted to \$4,112,009 including \$859,925 of dry goods.

Ocean freights have been decidedly more active with rates on grain and Petroleum room and tonnage closing more firmly.

At the Live Stock Markets, Beeves have been in moderate request at from 7½@13 cts. Veals at 4@9½ cts.; Sheep at from 4@5½ cts.; Spring Lambs, 7@11 cts.; Swine at 5½@5¾ cts. per lb., all live weight. The week's receipts were 8,866 Beeves, 3,939 Veal Calves, 17,789 Sheep and Lambs, and 33,018 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Canada Southern 1st mort., 90; North Missouri 1st mort., 89; Clev., Paines and Ash. 7s, new, 95; Buffalo and Erie 7s, new, 96; Albany and Susq. 2d mort., 98½; Boston, Hartford and Erie 1st mort., 32; Lake Shore and Michigan Southern 7s, consol., reg., 99½; New Jersey Southern 1st mort., 73¾; Delaware and Hudson Canal 7s, reg., 1891, 102; Cedar Falls and Minnesota 1st mort., 78½; Chicago and Milwaukee 1st mort., 93; Ohio and Mississippi consol., 91¾; do. consol. S. F., 92; Delaware, Lackawana and Western 7s, conv., 100; Detroit, Monroe and Toledo 1st mort., 100; Gt. Western 1st mort., 1888, 97½; Burlington, Cedar Rapids and Minnesota 1st mort., 88½; Toledo, Peoria and Warsaw 7s, Burlington div., 83¾; Joliet and Chicago 1st mort., 101; Quincy and Toledo 1st mort., 90½; Central of New Jersey 1st mort., new, 107¼; Western Pacific Bonds, 92¼; Michigan Central 7s, 98½; Atlantic and Pacific pref., 21; Pacific R. R. of Mo., 40; do. 2d mort., 75; St. Louis and Iron Mt. R. R., 70; do. 1st mort., 100; Dubuque and Sioux City R. R., 54; Rensselaer and Saratoga R. R., 103; St. Louis, Kansas City and Northern pref., 42; Western Union Tel., 85½; do. 7s, 98; Am. Coal, 64; Consol. Coal of Md., 55½; Maryland Coal, 23; Adams Exp., 95; Am. Mer. Union Exp., 64¼; U. S. Exp., 70¾; Wells Fargo Exp., 76; Atlantic M. S. S. Co., 1; South Carolina 6s, new, Jan. and July, 15¼; do. Apl. and Oct. 22; N. Y. State 7s B. L., reg., 105; North Carolina 6s, Fund Act 1868, 15¼; do. special tax, 13.

Philadelphia.—Philadelphia and Reading Gen'l mort. 7s, coupon, 100¾; do. reg., 102; Pittsburg, Cincinnati and St. Louis 7s, 75½; Pennsylvania and New York Canal 7s, 99; West Jersey 6s, 98½; Lehigh Valley 7s, new, 104¼; Connecting R. R. bonds, 87½; Reading C. and I. mort. bonds, 91½; do. debent. bonds, 89; Schuylkill Nav. 6s, B. L., 74; Westchester and Philadelphia 7s, 102; Chesapeake and Delaware Canal 6s, 85¾; Huntingdon and Broad Top Mt. 1st mort., 104; do. consol., 61; Wilmington and Reading 7s, 99; Catawissa new pref., 32¾; do. 5s, 61; Camden and Atlantic R. R. 33; do. 2d mort., 94; Nesquehoning R. R. 54½; Pittsburg 6s, 72½; Allegheny County 5s, 75½; do. scrip, 72½. The latest quotations are: City 6s, 96¾@—; do. free of tax, 100½@100¾; Pennsylvania State 6s, 1st series, 101@—; do. 2d series, 102¼@102½; do. 3d series, 105¾@106; Philadelphia and Reading 55½@56½; do. Gen'l mort. 7s, coup., 100½@100¾; do. reg., 101¾@102; do. mort. 6s, 1880, 95@96; do. 7s, new, conv., 103@103½; United New Jersey R. R. and Canal Co., 121½@121¾; Camden and Amboy mort. 6s, 1889, 96¼@96½; do. 1883, 91¼@92; do. 1889, 89@90; Pennsylvania R. R., 54¾@54½; allotment, 54@54½; do. 1st mort., 100@102; do. 2d mort., 99@100; do. General mort. coupon, 91½@92; do. reg., —@95; Little Schny-

kill R. R., 46@47; Morris Canal, 49@50; do. pref., 125@127; do. 6s, 93@95; Susquehanna Canal, 63@7; do. 6s, 74¼@75; Schuylkill Nav., 6¼@7; do. pref., 13@13½; do. 6s, 1882, 73@74; do. 1872, 79@80; Elmira and Williamsport pref., 37½@40; do. 7s, 1873, 94¾@96; 5s, do. 59@60; Lehigh Coal and Navigation 38½@38¾; do. 6s, 1884, 90@91; do. R. R. Loan, 92½@92¾; do. Gold Loan, 90½@91; North Pennsylvania, 49@50; do. 6s, 100@101; do., 7s, 101@101½; do. Chatte 10s, 110@111½; Philadelphia and Erie, 24@25; do. 6s, 89½@90; Minehill, 51@51½; Catawissa, 19@21; do. pref. 42½@43; do. new pref., 32¼@32½; do. 7s, 1900, 101½@102; Lehigh Valley, 60¼@60½; do. 6s, new coupon, 94@95; do. reg., 96¼@96½; do. 7s, 104@104½; Fifth and Sixth streets, (horse,) 51@—; Second and Third, 58½@59; Thirteenth and Fifteenth, 21@21½; Spruce and Pine, 31@33; Green and Coates 50@50; Chestnut and Walnut, 60@65; Hestonville, 18½@19; Germantown, 30@—.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 13¼; Burlington and Missouri River R. R., 99½; do. 7s, L. G., 94¾; Eastern (N. H.) R. R., 98¾; Connecticut and Passumpsic Rivers R. R., pref., 89½; Boston and Lowell R. R. new, 107; Portsmouth, Gt. Falls and Conway R. R., 92; Rutland pref., 55¾; do. scrip, No. 1, 99; do. No. 2, 96; do. No. 3, 93; Norwich and Worcester R. R., 126¾; Old Colony 7s, 1877, 100¾; Michigan Central 8s, 1890, 104¾; Jackson, Lansing and Saginaw 8s, 1885, guar., 99; Ogdensburg and Lake Champlain Equip. 8s, 96; Fitchburg and Worcester 7s, 1889, 91; Boston, Clinton and Fitchburg 7s, 1889, 90¾; Atchison, Topeka and Santa Fe 1st mort., 72¾; do. L. G., 7s, 72½; Chicago, Burlington and Quincy 7s, 95¼; Western R. R., 6s, 1875, 97¾; Boston and Albany 7s, 1892, 104¼; Eastern R. R. 7s, 1882, 101; Cary Imp., 9½; Maine 6s, 1889, 99¾; New Hampshire 6s, 1874, 98¾; Massachusetts 6s, 1876, gold, 111½; do. 5s, 1883, 97; St. Louis 6s, 1877, 89½; do. 1887, W. L., gold, 97½; Boston 6s, 1880@1888, currency, reg., 98½; do., 1876, 97½; do., 5s, 1883, gold, reg., 95¾; Chicago 7s, 1888, 99¾; do. 1895, 99½; do. 1892, 99¾; Rock Island (Ills.) 8s, 1887, 102; St. Johnsbury (Vt.) 6s, 1889, 86¾; Greensboro' (Vt.) 6s, 1889, 86; Roxbury 6s, 1873, 99½; Lowell 6s, 1890, 95; Allouez Mining Co., 17¾; Calumet and Hecla, 156¾; Dana, 1½; Pontiac, 1½; South Side, 25c.; Washington, 1½.

Baltimore.—Central Ohio R. R., 40¾; do. 1st mort., 89½; Orange, Alex. and Manasses 7s, 79½; Northern Central 6s, 1900, gold, 90½; Orange and Alexandria 4th mort., 81; do. 2d mort., 36; Virginia consols, coupons, 74½; Maryland Defense 6s, 104. The latest quotations are: Wilmington, Columbia and Augusta bonds, 78@78¾; Pittsburg and Connellsville 7s, 1898, 98¾@94; Baltimore and Ohio, 174¼@175; do. 6s, 1875, 96½@—; do., 1880, 94¼@—; do., 1885, 97@97; Parkersburg Branch, 11@—; Northern Central, 37@38; do. 6s, 1885, 90@91; do., 1900, 85½@86; do., 6s, 1900 gold, 90¼@90½; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 90@97; Marietta and Cincinnati 1st mort. 7s, 1892, 101@101½; do., 2d mort., 7s, 90¾@91¼; do., 3d mort., 8s, 80¼@81¼; Central Ohio, 40¾@40¾;

do. pref. 40@41; do. 1st mort., 88@90; Western Md. 1st mort. 6s, 1890, 81½@90; do. 1st mort. guar., 95@97¼; do. 2d mort. guar., 95@—; do. 3d mort., guar., 95@97; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., 81@84; Richmond and Danville 1st mort., 75@75½; Orange and Alexandria 1st mort. 6s, 94@96; do., 2d mort. 6s, 86@87; do., 3d mort. 8s, 89½@90½; do., 4th mort. 8s, 81@82; Orange, Alex. and Manassas 7s, 79¾@79½; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 75@—; do. 8s, 3d mort., 87@89; Baltimore 6s, 1875, 99@99½; do., 1884, 98¾@—; do. 1886, 98@—; do. 1890, 98½@98¾; do., 1893, 99½@100; do. 1893, exempt, 103@—; do., 1900, exempt, 98½@98¾; do. 1900, new, 99@99½; do. 1902, 98@98; Memphis City 6s, 53½@56; Maryland Defense Loan, 1883, 104@104½; Virginia 6s, old, 38@—; do. coupon old, 39@39½; do. consol. 6s, 52½@53; do. reg. 51@51½; do. coupons, 75½@76; West Virginia, 10@10¼; City Passenger R. R., 18@19; George's Creek Coal, 117@—.

BANKING HOUSE OF FISK & HATCH,

No. 5 NASSAU-ST.,
NEW YORK, July 7, 1873.

We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government Bonds—

THE CHESAPEAKE AND OHIO SEVEN PER CENT. GOLD BONDS; principal and interest payable in gold in New York; interest payable Jan. 1 and July 1; coupon or registered. Price 90 and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD, IS A GREAT EAST AND WEST TRUNK LINE, 420 miles in length, extending from Atlantic tide-water at Richmond to Huntington, the most favorable point of railroad connection with the Ohio River, and developing the richest IRON, COAL, AND TIMBER regions in the United States.

IT IS COMPLETED AND DOING A LARGE, PROFITABLE, AND RAPIDLY INCREASING BUSINESS.

ITS FREIGHT TRAFFIC, PASSENGER TRAVEL AND EARNINGS during the current year will be much larger than has heretofore been anticipated, and they are developing with a rapidity which shows the Chesapeake and Ohio to be one of the most valuable and successful railroads in the country.

These facts, together with the SUBSTANTIAL AND ENDURING CHARACTER OF THE ROAD ITSELF, ITS ADVANTAGES FOR ECONOMICAL AND PROFITABLE OPERATION, AND THE UNQUESTIONABLE SECURITY OF THE BONDS OF THE COMPANY, enable us to recommend them with the utmost confidence.

Pamphlets, containing full information concerning the Road and the country it traverses, will be furnished upon application.

We continue to deal in Government Securities, CENTRAL PACIFIC, WESTERN PACIFIC, AND CHESAPEAKE AND OHIO SIX PER CENT. BONDS, buy and sell Stocks and Bonds at the Stock Exchange on Commission, for cash, make Collections, receive Deposits, on which we allow interest at the rate of 4 per cent., and do a general banking business.

FISK & HATCH.

Knoblauch & Lichtenstein,

No. 37 Broad-st., New York.

OFFER FOR SALE

\$200,000

**7 Per Cent. First Mortgage Bonds,
30 YEARS TO RUN,**

OF THE

**CENTRAL R. R. EXTENSION COMPANY
OF LONG ISLAND,**

At 90 and Accrued Interest in Currency

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon on the South Shore of the Island. According to contract, the road will be finished by July 15th, ready for this summer's travel.

These Bonds being a home security, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

Central Railroad of New Jersey.
OFFICE CENTRAL R. R. CO., OF NEW JERSEY,
July 1st, 1873.

To the Stockholders:

A comparison of the receipts, expenses and net earnings of the six months ending June 30th, with the corresponding six months of the previous year, gives the following results (the receipts and expenses for June being partly estimated):

| | 1873. | 1872. | Increase. |
|-----------|----------------|----------------|--------------|
| Receipts. | \$4,135,011 96 | \$3,455,956 58 | \$679,055 38 |
| Expenses | 2,116,478 00 | 2,062,426 87 | 54,051 13 |

Net Earnings...\$2,018,533 96 \$1,393,529 71 \$625,004 25

The above shows the net result of the business for the present year to the 1st instant to be \$625,004 25 better than the previous year, which would have fully justified a dividend of five per cent. had not the dividends paid in 1873 exhausted the surplus of earnings. To restore these, the dividend has been limited to four per cent.

JOHN TAYLOR JOHNSTON, President.

The earnings of the Union Pacific Railroad for May, 1873, were \$1,007,831 27, the expenses (including \$100,970 for taxes) \$490,322 23, and the net earnings \$517,509 04. In May, 1872, the earnings were \$890,442 07, the expenses, \$470,715 11, and the net earnings \$419,726 96—showing an increase in earnings of \$117,889 20, with an increase in expenses of \$19,607 12, making the increase in net earnings \$97,782 08. From January 1 to May 31, 1873, the earnings were \$3,613,112 59, the expenses \$1,935,796 79, and the net earnings \$1,677,315 80—showing an increase in gross earnings compared with 1872 of \$606,955 35, and an increase in net earnings of \$666,635 89.

The Central Pacific Railroad Company have elected Leland Sandford, C. P. Huntington, Mark Hopkins, E. H. Miller, R. Robinson, C. H. Cummings, and William E. Brown directors for the ensuing year.

The earnings of the Ohio and Mississippi Railroad in June, 1873, were \$282,302 06, against \$262,326 80 in June, 1872—an increase of \$19,975 26.

TWO MILLION OF BONDS.

NATIONAL CITY BANK,
NEW YORK, June 20, 1873.

The undersigned, commissioners, offer for sale Two Millions of the Joint First mortgage Bonds of "The Central Railroad and Banking Company," "The Macon and Western," and the "South western" railroad companies of Georgia, bearing seven per cent. interest, coupons payable 1st January and July; and the bonds falling due the 1st of January, 1893, principal and interest payable at this bank.

These bonds are secured by a first lien on the combined properties of the above named roads, consisting of 707 miles of track, full equipments of rolling stock and appurtenances, together with valuable assets of real estate, stocks and bonds, amounting in the aggregate to at least \$16,000,000.

The Central Railroad Company has paid annual cash dividends of not less than ten per cent. for more than twenty years, and occasionally extra dividends. Since the war alone, annual dividends of ten per cent. and over have been paid, amounting to sixty-two per cent. on the capital stock.

The Macon and Western, and the South-western Railroad Companies have paid regular annual dividends of eight to ten per cent. for about the same period of time.

The \$2,000,000 are a part of a total of \$5,000,000 authorized by the Legislature of the State of Georgia, and secured as stated by a joint 1st mortgage on the entire property of the three companies. They are now offered with a view to complete the connections of the road by land and sea, to meet at their maturity in 1875 the \$1,000,000 of 1st mortgage bonds issued for rebuilding a large portion of the Central Railroad, broken up by the operations of war, and to pay all bonds of the South-western and Macon and Western Roads (not secured by mortgage or other lien) maturing in 1875 and 1876.

The whole mortgage amounts to about \$7,000 per mile of road, but no contingency is now anticipated which will ever require the whole amount of the \$5,000,000 to be marketed.

For further and full information we refer to pamphlets to be had at the office of the Farmers' Loan and Trust Company, who are trustees for the bondholders under the mortgage, and at the National City Bank, New York.

The undersigned will receive sealed proposals directed to them, care of the National City Bank, New York, until the 16th day of July next, reserving to themselves the right to accept or reject any and all bids. Proposals must be for a price "flat"—i. e. accrued interest to go with the bond.

JAMES F. BOZEMAN,
J. F. GILMER,
W. B. JOHNSTON, } Commissioners.

The Westchester and Philadelphia Railroad Company have declared a dividend of 4 per cent on preferred and consolidated preferred stock, payable on the 15th instant.

The estimated earnings of the Kansas Pacific Railway for the week ending June 22, are: freight, \$38,887 21; passengers, \$31,775 76—total, \$70,662 97.

The Directors of the Canada Pacific Railway have accepted the terms proposed by Sir Hugh Allen for the construction of the road.

Journal of Railroad Law.

RAILROAD COMPANIES AS COMMON CARRIERS AND AS FORWARDERS—WHEN A THROUGH CONTRACT IS IMPLIED.

The late case of *Babcock vs. The Lake Shore and Michigan Southern Railway Company*, (49 N. Y., 491), was an action to recover the value of a quantity of petroleum oil destroyed by fire while in the possession of the defendant as common carrier. An appeal was taken to this Court from a judgment of the General Term affirming a judgment for the defendant by the lower court without a jury.

The following is the able opinion of the court delivered by—

ALLEN, J.—To exempt the defendant, the successor in liability to the Buffalo and Erie Railroad Company, from the common law responsibility of common carriers, extending to all losses except those resulting from the act of God or the public enemies, it must appear that the oil of the plaintiff was, at the time of its destruction, in the possession of the Buffalo and Erie Railroad Company, for transportation under a special contract, restricting the liability of the carrier, made by and with the plaintiff, or some one authorized to act in his behalf. The contract with the Atlantic and Great Western Railway Company was special to its terms, and by it the liabilities of the carrier were greatly restricted, and a loss by fire was excepted from the risks of the carrier, and if that was a through contract, that is, a contract for the carriage of the property to and a delivery of it at Albany, its ultimate destination, each carrier in the course of its transit, including the Buffalo and Erie Railroad Company, was entitled to the benefit of the exemptions from liability secured by it. It would be regarded as made for the benefit for all who should undertake the carriage of the goods upon the terms and conditions prescribed by it.

If it was not a through contract, then the Buffalo and Erie Railroad Company received the goods as common carriers, and are liable as such for all losses not within the recognized exceptions, that is, except those which were inevitable or occasioned by public enemies.

If the first carrier, the Atlantic and Great Western Railroad Company, only undertook for the carriage of the oil to Corry for an agreed compensation, and the delivery at that place to another carrier, there was no authority resulting from the relation, or the contract between that company and the plaintiff, to enter into a special contract in behalf of the plaintiff, with the next carrier at Corry, to limit and restrict the liability of such carrier in any respect. There was no agency created; the whole duty of the Atlantic and Great Western Railway Company was that of carrier, and terminated with the delivery of the goods to the next carrier, and the common law liability of the carrier receiving the goods attached at once and by necessary implication upon their receipt.

The goods were received by the Atlantic and Great Western Railway Company at Oil City, in Pennsylvania, addressed to J. W. O. & Co., Albany, New York, and, had they been received without a special contract, a contract would not have been implied on the part of the railway company to carry the goods or provide for their carriage beyond the terminus of its road. Its

whole duty would have been performed by transporting them to the extent of its own route, and delivering them to the next connecting carrier, that is, the railway company would have been liable as a carrier over its own road and as a forwarder from the terminus of its line. This is the recognized rule in this and other States, although it is otherwise in England. But the goods were received by the Atlantic and Great Western Railway Company under a special contract, and upon the interpretation of that contract, and the effect to be given to it the decision of this case hinges. In the agreement the goods were described as "56 bbls. R. Oil, Car 1, 848," and in margin "mark, J. W. O. & Co., J. W. Osborne & Co., Albany, N. Y." The mark or direction of the property was given to identify and distinguish it from other property of the same character, and was not inserted as a part of the agreement, and from it a contract to carry it to Albany would not be implied. The agreement was by "this (The A. & G. W. R.) company and connecting roads," to deliver the property at Corry station, which was the terminus of the roads of that company, upon payment of freight and charges thereon. The freight was specified at \$25 00 per car. This was the freight to Corry, and no rate was agreed upon or specified for transportation beyond that place. By the agreement the plaintiff "in consideration of the reduced rate given and specified above for the transportation of petroleum," assumed certain risks, including that by which the property was destroyed, "while in transit, or the depots or station of any of the companies whose lines of road it be transported upon or over."

The plaintiff did "in consideration of having the petroleum transported at such reduced rates," release the A. & G. W. R. Co. and all other companies over whose lines of road it may pass, from all claims for loss or damage by fire," etc.

The agreement was made by filling up a printed form adapted to a contract for the transportation of goods beyond the route of the contracting carrier, and over the lines of other and connecting roads to distant places. The parties merely inserting in writing the date and place of shipment, the name of the owner, the description of the property, the freight, and the place of delivery (Corry Station). The commencement and termination of the responsibility of the carrier (the A. & G. W. R. Co.) were expressed clearly and distinctly in the written part of the contract.

The goods were not lost or destroyed between the place of their receipt and Corry, not until after they had left Corry in charge of other carriers and had come into the possession of the Buffalo and Erie Railway Company, in the course of their transit to Albany. The contract was for the carriage of the oil to Corry, and only so much of the printed matter of the blank form used as is consistent with and appropriate to that contract is of any effect. The intent of the contracting parties is to be gathered from the entire instrument, the written part controlling where that and the printed are in conflict, and the latter to be rejected when incompatible with or inappropriate to the intent of the parties, as clearly indicated by the written portion. The printed form is very general, and contains provisions adapted to contracts differing essentially from this, some of which are not adapted to a contract for the carriage of

goods wholly within the limits of the contracting carrier's line of road, and such parts as are inapplicable must be rejected as surplusage, and the written portion of the agreement prevail. The limitation of the carrier's liability by the contract is necessarily confined to the service contracted for, and the carriers who were parties to it. Carriers who are not named in a contract for the carriage of goods, and who are not formal parties to it, may, under certain circumstances, have the benefit of it. Such is the case when a contract is made by one of several carriers upon connecting lines or routes for the carriage of property over the several routes for an agreed price by authority, express or implied, of all the carriers. So, too, in the absence of any authority in advance, or any usage from which an authority might be inferred, a contract by one carrier for the transportation of goods over his own and connecting lines, adopted and acted upon by the other carriers would enure to the benefit of all thus ratifying it, and performing service under it. But in such and the like cases the contract has respect to and provides for the services of the carriers upon the connecting routes.

There was no agreement here for the carriage of oil beyond Corry, no note of freight agreed upon to any other point, and the carrier was entitled to receive the freight earned, \$25 00 per car, on delivery of the oil at that place. There was no consideration for an agreement by the plaintiff to relieve the carriers who should thereafter receive the property for transportation from the common law liabilities, and no such agreement was made. It is claimed that the finding of the judges by whom the cause was tried, that the Buffalo and Erie Railroad Company received the property "under and in pursuance of said agreement, upon its said railroad from Brocton to Buffalo," is conclusive as a finding of facts, and entitled the defendant absolutely to the benefit of the stipulations of that contract. The answer is that the transportation from Brocton to Buffalo is not within the limits of the contract, and it was simply impossible that goods could be carried between those places in pursuance of a contract expressly providing for an entirely different transportation, or a transportation between two other places on a different route. While \$25 00 per car freight might have been a reasonable or a reduced rate for transportation from Oil City to Corry, it may have been an entirely inadequate or an exorbitant rate for transporting the same property from Corry to Brocton, Brocton to Buffalo, or Buffalo to Albany. It is certainly improbable that the same freight was to be the compensation to each of the railroad companies by whom the oil should be carried in its transit to Albany.

The contract was not intended as a through contract. The plaintiff has no claim under it either against the Atlantic and Great Western Railway Company, or any of the connecting roads for the carriage of the goods beyond Corry, and it necessarily follows that its stipulations did not extend to or affect the carriage beyond that place.

The Camden and Amboy R. and T. Co. were held liable as common carriers under a contract somewhat like this, made with the Pennsylvania Railroad Company, under which the goods were transported by the latter company to Philadel-

phia and there delivered to the former company.

Bristol and Exeter Railway Company *vs.* Cummings (5 H. and N., 969), merely held, carrying out the doctrine of *Muschamp vs. The Lancaster and Preston Junction Railway Company* (8 M and W., 421), which has not been followed in this State, that the contract of carriage in that case was a through contract made by the Great Western Railway Company for the carriage of the goods to their ultimate destination, and that the contracting carrier was solely liable for the loss of the goods in transit, although they were lost while in course of transportation by the defendant who received them from the first carrier at the terminus of its road for transportation to the place to which they were directed. This case would not be followed with us, but each carrier would be held responsible for a loss or damage to the goods while in his custody, and the only question would be as to the extent of his liability, and whether he was entitled to the benefit of any stipulations in the contract made with the first carrier. The defendant, upon the case made and facts found by the judge at the trial, was subject to all the common-law liabilities of carriers, and the stipulations of the contract with the Atlantic and G. W. R. Co. did not extend to the transportation of the goods by the defendant. It is not necessary to consider at this time the liability of the parties, in case it should appear that the oil was being carried at a reduced rate of freight.

The judgment must be reversed and a new trial granted.

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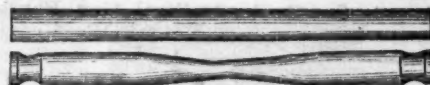
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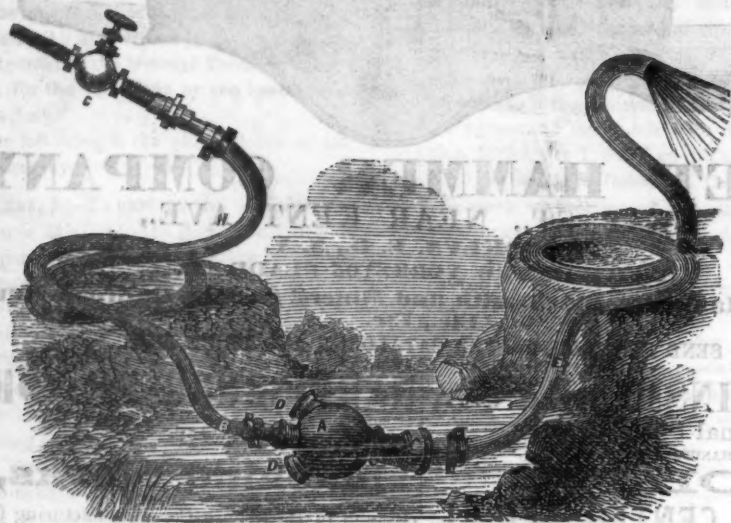
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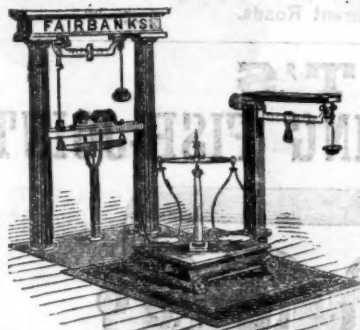
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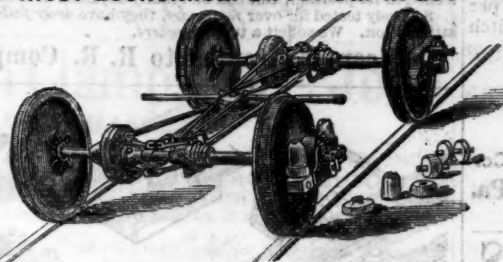
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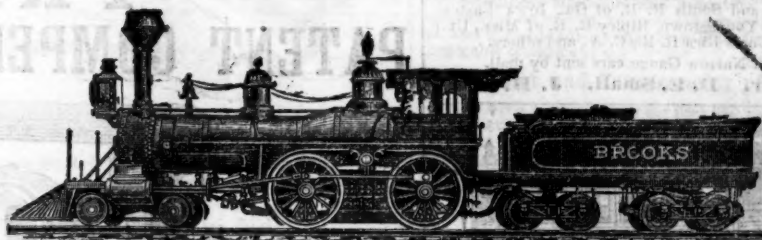
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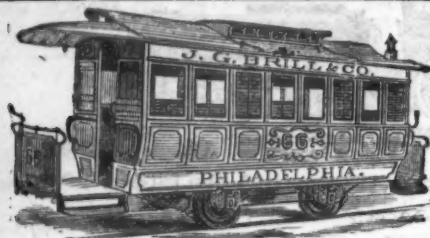
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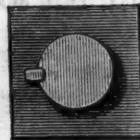
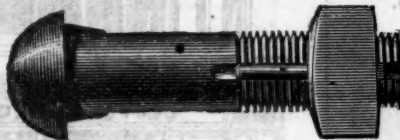
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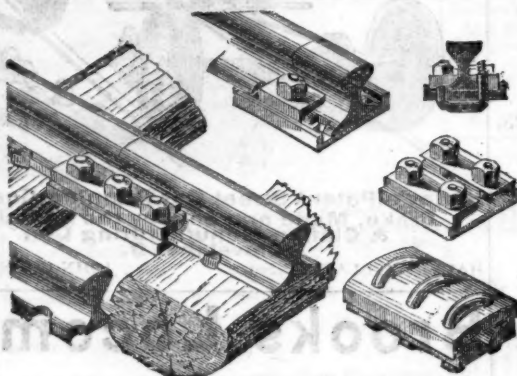
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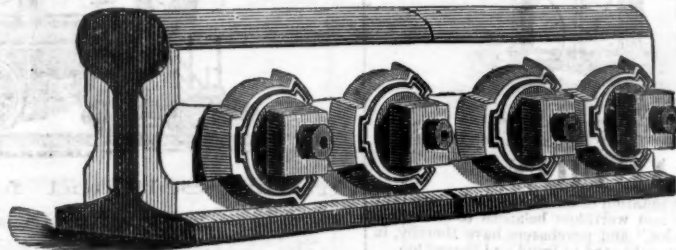
MADE BY

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The Superiority of these Joints has been proved by eight years' use on different Roads.

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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**Car Wheels, Car Axles,
DRAW HOOKS.**

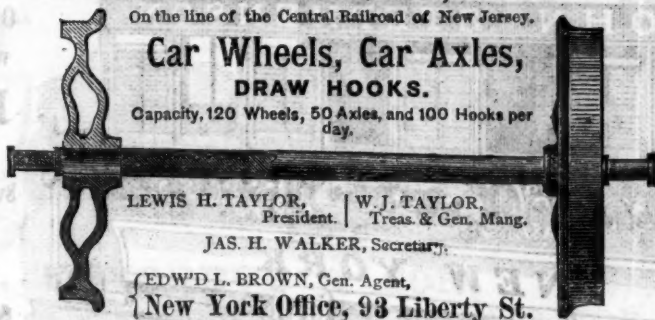
Capacity, 120 Wheels, 50 Axles, and 100 Hooks per day.

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Wheels and Axles, made in the best and most careful manner, furnished separately, or "fitted," making complete sets.

Standard Draw Hooks, finished, ready for immediate use, with nuts and plates, with or without links.



Scott's Wrought Iron Clamp Truss Joint FOR RAILROAD RAILS.

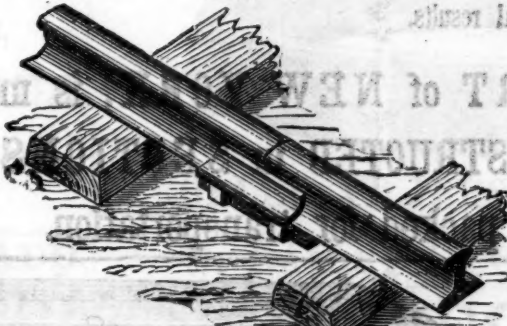
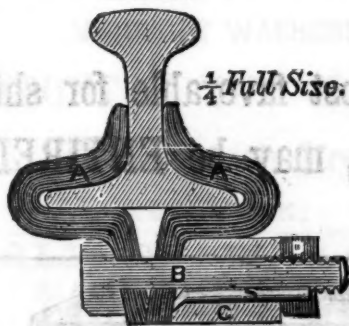
LENGTH 9 TO 12 INCHES,
WEIGHT 20 TO 30 LBS.

Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) It is a TRUSS, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is SIMPLE, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.

VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two 1/2 inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—LOCK OF THE NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

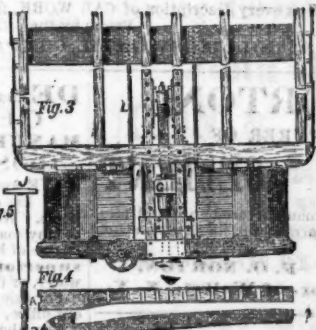
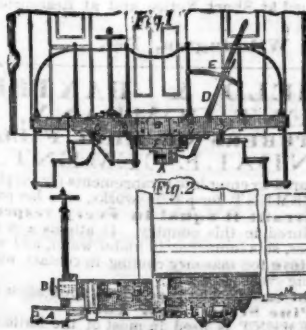
Provision has been made to prevent sliding of the rails.

For particulars, address

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Miller's Trussed Platforms.



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FURNISH CHILLED WHEELS for Cars, Trucks, Tenders, CHILLED DRIVING WHEELS, TIRES for Locomotives, ROLLED and HAMMERED AXLES.

WHEELS and AXLES FITTED COMPLETELY

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MANUFACTURE

Passenger, Mail, Baggage, Box, Gondola, Coal, and all other kinds of

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BRIDGE AND ROLLING MILL CASTINGS, BRIDGE RODS, BOLTS,

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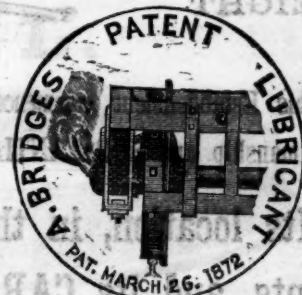
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In presenting this Lubricant to the notice of Railroad and Steamboat Managers and operators in Machinery generally, I do so with a practical knowledge of its merits, and with confidence that it will be found to possess invaluable qualities as a

Lubricator and Counteractor of Friction.

It has been in use, during the past two years, on a number of Railroads and Steamers, and is highly approved of. Parties wishing to make a practical test of the Lubricant will be furnished with sample on application.

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SUPERIOR QUALITY, FOR SALE BY

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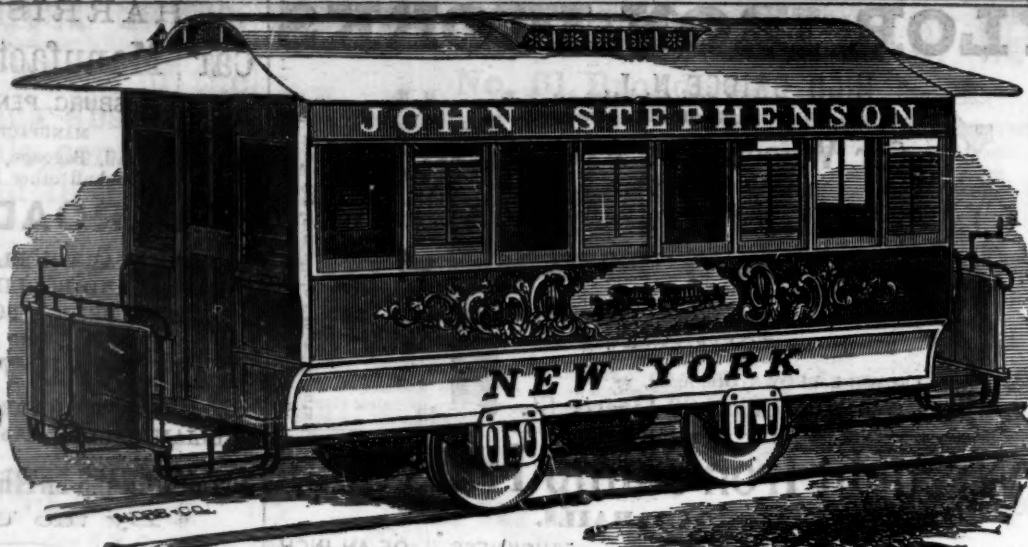


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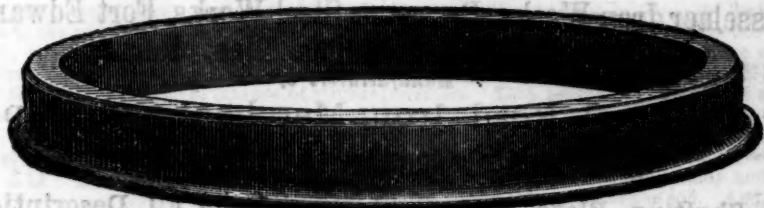
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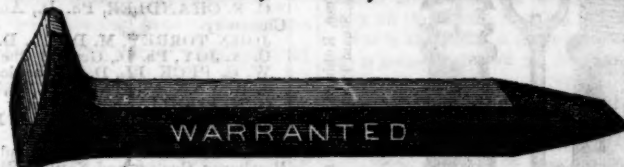
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